

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

**US ARMY UH-60
BLACK HAWK HELICOPTERS
87-26000 AND 88-26060**

**VOLUME 1
EXECUTIVE SUMMARY**

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

16

27 May 1994

EXECUTIVE SUMMARY
UH-60 BLACK HAWK HELICOPTER ACCIDENT
14 APRIL 1994

1. Introduction:

Following the accidental shoot-down of two US Army UH-60 Black Hawk helicopters on 14 April 1994, an accident investigation board was convened. The accident investigation report provides the facts pertaining to the accident and presents the statement of opinion by the board president. This executive summary provides an overview of the report, a map of the Operation PROVIDE COMFORT area of operations, a short glossary of terms, and a time line.

2. Authority and Purpose:

At the direction of the United States Secretary of Defense and the United States Commander in Chief, Europe (USCINCEUR), the Commander in Chief, United States Air Forces in Europe (CINCUSAFE), appointed an Accident Investigation Board which was composed of the Board President, Maj Gen Andrus, 11 Board Members from the US Army and Air Force, 3 Associate Board Members representing France, Turkey and the United Kingdom, 4 legal advisors, and 13 Technical Advisors. The board convened at Incirlik Air Base, Turkey, on 15 April 1994. The investigation was conducted at the helicopter crash sites in Iraq, at Zakhu, Iraq, and at Incirlik AB. Interviews with witnesses were conducted at Incirlik AB and other locations. Technical assistance was obtained from sources in the United States, the United Kingdom, and Germany. The Board concluded its investigation on 27 May 1994.

This was an investigation into the circumstances surrounding the 14 April 1994 accidental shoot-down of two United States Army Black Hawk helicopters in northern Iraq, by two United States Air Force F-15 fighter aircraft participating in Operation PROVIDE COMFORT (OPC). The accident occurred at approximately 0730Z hours while the aircraft were engaged in missions to protect the Kurdish population in the area of Iraq designated as a security zone (SZ). The purpose of the investigation was to determine the relevant facts and circumstances of the accident and, if possible, to determine the cause or causes. The investigation obtained and preserved evidence for claims, litigation, disciplinary and administrative action, and for all other purposes deemed appropriate by competent authority.

3. Summary of Facts:

In April 1991, the US National Command Authority directed US forces to conduct Operation PROVIDE COMFORT. Under his authority, USCINCEUR directed the creation of a Combined Task Force (CTF) to conduct operations in northern Iraq. For three years, coalition air forces from Turkey, France, the United Kingdom and the United States have conducted air operations in a Tactical Area of Responsibility (TAOR) north of 36 degrees north latitude in Iraq. These air

operations have served as a symbol of coalition resolve and as a deterrent to Iraqi military encroachment into a United Nations-established security zone in northern Iraq. The Operation PROVIDE COMFORT (OPC) Combined Task Force (CTF) currently consists of a command element (US and Turkish co-commanders), a staff, a Combined Forces Air Component (CFAC), a Joint Special Operations Task Force, all based at Incirlik, Turkey, and a Military Coordination Center (MCC), located at Zakhu. The Military Coordination Center monitors Iraqi compliance with the United Nations Security Council Resolution 688 barring all Iraqi military, paramilitary, police, and security forces from the security zone.

The US CTF Commanding General has operational control of assigned US Army and Air Force units. Operational control of other coalition nations' forces is retained by their respective parent commands. The CTF has tactical control of those forces. The Combined Forces Air Component Commander (CFACC) is responsible for coordinating the employment of air forces to accomplish the OPC mission. He is delegated operational control of the US Airborne Warning and Control System (AWACS) aircraft, USAF airlift and fighter forces and has been delegated tactical control of the other OPC forces, including the Black Hawk helicopters.

The CFAC Deputy for Operations is responsible for ensuring all aircrews are informed of all unique aspects of the OPC mission, upon their arrival in theater. This includes the Rules of Engagement (ROE). He is also responsible for publishing the Airspace Control Order (ACO) which provides general guidance to aircrews regarding the conduct of OPC missions. The ACO is directive to all aircrews. The Deputy for Operations is also responsible for publishing the daily Air Tasking Order (ATO) which includes the daily flight schedule for aircraft operations over northern Iraq. All helicopter and fixed-wing aircraft are required to comply with this tasking order.

At the time of the 14 April 1994 accident, the Military Coordination Center exercised a high degree of flexibility in scheduling Black Hawk helicopter operations. Detailed information on Black Hawk helicopter flights within the TAOR was not requested or received by the Combined Forces Air Component, nor included in the daily ATO. The ATO and its accompanying "flow sheet" give individual crew members the information needed for their particular missions, and provide them with awareness of other aircraft scheduled to be in the area at the same time.

The accident occurred while two UH-60 Black Hawk helicopters, an E-3B Airborne Warning and Control System (AWACS) aircraft, two F-15Cs and other coalition aircraft were engaged in Operation PROVIDE COMFORT missions. The UH-60 Black Hawk helicopters were flying a transportation mission in support of the Military Coordination Center. An AWACS aircraft was assigned to provide airborne threat warning and air control for all Operation PROVIDE COMFORT aircraft operating inside the TAOR. Two F-15Cs were conducting a mission to detect, intercept, identify, and take appropriate action regarding any Iraqi military aircraft flying in the area.

At 0436Z (0736 local time in Turkey), an E-3B AWACS aircraft departed Incirlik AB. The AWACS was the lead aircraft in the coalition air forces, and would fly the first of the 52 sorties scheduled for that day's operations. The AWACS proceeded to its assigned air surveillance orbit

located on the northern border of Iraq. The onboard AWACS mission crew included a mission crew commander, who supervises all controllers, and a senior director, who supervises all weapons controllers. These weapons controllers included an enroute controller (responsible for clearing OPC aircraft in and out of the TAOR) and a TAOR controller (who controls OPC aircraft inside the TAOR). Other controllers and technicians are also part of the mission crew. Also on board the AWACS was an airborne command element (ACE), a representative of the Combined Forces Air Component Commander.

At 0522Z, the two UH-60 Black Hawk helicopters, (call signs Eagle 01 and Eagle 02) took off from Diyarbakir, Turkey, enroute to the Military Coordination Center's headquarters at Zakhu. The Black Hawk pilots reported their entry into the no-fly zone of northern Iraq to the AWACS enroute controller, at 0621Z. They landed at Zakhu six minutes later.

The flight of two F-15C fighter aircraft (call signs Tiger 01 and Tiger 02) took off from Incirlik AB at 0635Z. The F-15s were tasked to perform an initial fighter sweep of the no-fly zone to clear the area of any hostile aircraft prior to the entry of coalition forces. Following the fighter sweep, the F-15s were to conduct their defensive counter air mission/combatair patrol in the area.

At Zakhu, the Military Coordination Center co-commanders and their party boarded the two UH-60s in preparation for a flight that was scheduled to take them to the towns of Irbil and Salah ad Din, Iraq, for meetings with United Nations and Kurdish representatives. At 0654Z, the Black Hawk flight contacted the AWACS enroute controller, reported their departure from Zakhu, and informed AWACS of their destination. The enroute controller received the radio call.

Approximately thirty minutes later (0720Z), the F-15 flight lead reported entering northern Iraq to the AWACS TAOR controller, who was responsible for air traffic within the TAOR. The F-15 pilots then began their pre-briefed fighter sweep of the TAOR to ensure it was free of Iraqi aircraft. Since the ATO did not contain any detailed information on the Black Hawk helicopters, and the AWACS controllers did not advise the F-15s of the Black Hawks' presence, the F-15s had no knowledge of the helicopters in the area. At approximately 0722Z, the F-15 flight lead reported a radar contact on a low-flying, slow-moving aircraft approximately 52 miles north of the southern boundary of the no-fly zone, and 40 miles southeast of his position. The TAOR controller acknowledged the lead F-15 pilot's radio transmission with a "Clean there" call, indicating that he had no radar contacts in the area. Attempts by the F-15 pilots to identify the contacts by electronic means were unsuccessful, and they initiated an intercept to investigate. At 20 miles range, the F-15 flight lead again reported the radar contact. The TAOR controller responded, "Hits there" (radar contact at the reported location). At approximately five miles range, the F-15 flight lead visually detected a single helicopter and closed for an identification pass. The second F-15, approximately three miles behind his flight lead, also made an identification pass. The helicopters were at very low altitude, heading southeast in a valley, and were flying in a relatively close, lead-trail formation. The lead F-15 pilot visually misidentified the Black Hawks as Iraqi Hind helicopters. The wingman saw the two helicopters but did not positively identify them as Hinds.

The F-15 pilots repositioned their aircraft five to ten miles behind the helicopters for firing passes and the flight lead notified the AWACS TAOR controller that the fighters were "Engaged." At approximately 0730Z, the lead F-15 pilot fired an AIM-120 AMRAAM missile at the trail helicopter from a range of approximately four nautical miles. The F-15 wingman then fired an AIM-9 Sidewinder missile at the lead helicopter from an approximate range of one and one-half nautical miles. Both Black Hawk helicopters were destroyed. All 26 people on board were killed.

The F-15 pilots each made two visual reconnaissance passes over the crash sites, then continued their assigned mission. When their replacements arrived in the area, the F-15s returned to Incirlik AB and landed at 1000Z. The AWACS remained on station providing air surveillance and control for the ongoing Operation PROVIDE COMFORT mission, until relieved by a second AWACS aircraft at 1520Z. The first AWACS then returned to Incirlik AB and landed at 1615Z.

4. Statement of Opinion

Under 10 U.S.C. 2254 (D) any opinion of accident investigators as to the cause of, or the factors contributing to the accident set forth in the accident investigation report, may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability by the United States or by any person referred to in those conclusions or statements.

Operation PROVIDE COMFORT has been a successful coalition effort in response to human rights abuses against the Kurdish population in northern Iraq. The operation has effectively deterred Iraq from disrupting peace and order in the UN-established security zone.

The 14 April 1994 shoot-down of two US Black Hawk helicopters by two US F-15C aircraft in northern Iraq was caused by a chain of events which began with the breakdown of clear guidance from the Combined Task Force to its component organizations. This resulted in the lack of a clear understanding among the components of their respective responsibilities. Consequently, CTF component organizations did not fully integrate Military Coordination Center helicopter activities with other OPC air operations in the Tactical Area of Responsibility. Additionally, OPC personnel did not receive consistent, comprehensive training to ensure they had a thorough understanding of the USEUCOM-directed ROE. As a result, some aircrews' understanding of how the approved ROE should be applied, became over-simplified.

MCC personnel were given a high degree of independence in helicopter operations, without an adequate consideration for the threat of engagement from other OPC aircraft. Neither the CTF staff nor the Combined Forces Air Component staff requested or received timely, detailed flight information on planned MCC helicopter activities in the TAOR. Consequently, the OPC daily Air Tasking Order was published with little detailed information regarding US helicopter flight activities over northern Iraq. Specific information on routes of flights and times of MCC

helicopter activity in the TAOR was normally available to the other OPC participants only when AWACS received it from the helicopter crews by radio and relayed the information on.

The AWACS mission crew commander on 14 April 1994, who had flown only one sortie in the previous three months, was not currently qualified in accordance with Air Force regulations. The AWACS weapons controllers, under his supervision, did not have a clear understanding of their individual responsibilities to provide support to MCC helicopters. They shared the common view, along with the CFAC airborne command element officer, that MCC helicopter activities were not an integral part of OPC air operations. There was general misunderstanding throughout OPC organizations regarding the extent to which the provisions of the Airspace Control Order applied to MCC helicopter activities. AWACS personnel did not routinely monitor the Black Hawk helicopter flights or pass information on those flights to other OPC aircraft. The result was that there was no effective coordination of OPC fixed-wing and helicopter operations within the TAOR.

On 14 April 1994, AWACS controllers were aware that the Black Hawk helicopters had departed Zakhu, and were proceeding east into the TAOR. The F-15 pilots were not aware of the Black Hawk helicopters already in the area. The fighters twice informed AWACS that they had unknown radar contacts in the TAOR. The AWACS mission crew commander, senior weapons director, enroute controller and TAOR controller had access to electronic information regarding the presence of friendly aircraft in the vicinity of the F-15s' reported radar contacts. However, there is no evidence that they were aware of, recognized, or responded to this information. They did not advise the F-15 pilots of the presence of friendly aircraft. The helicopters were unable to hear the radio transmissions between the F-15 flight and AWACS because they were on a different radio frequency.

The F-15 pilots attempted to electronically identify the radar contacts by interrogating the ATO-designated IFF Mode I and Mode IV aircraft codes. The helicopter crew members were apparently not aware of the correct Mode I code specified for use within the TAOR and had the Mode I code specified for use outside the TAOR in their IFF transponders. The result was that the F-15s did not receive a Mode I response. When the lead F-15 pilot interrogated the IFF Mode IV code, he received a momentary friendly response. However, on two subsequent attempts, no Mode IV response was received. The F-15 wingman attempted one Mode IV interrogation and received no response.

The reason for the unsuccessful Mode IV interrogation attempts cannot be established, but was probably attributable to one or more of the following factors: both F-15 pilots may have selected the incorrect interrogation mode; both F-15 Air-to-Air Interrogators (AAIs) may have incorrectly processed the Black Hawks' transponder signals; both helicopter IFF transponder codes may have been loaded incorrectly; there may have been "garbling" of the friendly Black Hawks' IFF responses, produced by two helicopters using the same code in close proximity to each other; there may have been intermittent loss of line-of-sight radar contact between the F-15s and the helicopters, due to mountainous terrain and the Black Hawks' low-altitude, which could have precluded a successful Mode IV interrogation.

When the F-15 pilots were unable to get positive/consistent IFF responses they performed an intercept in order to visually identify the "unknown" aircraft. They each made a single identification pass on the Black Hawks. However, the identification passes were accomplished at speeds, altitudes and distances where it was unlikely that the pilots would have been able to detect the Black Hawks' markings. Neither F-15 pilot had received recent, adequate visual recognition training. The pilots did not recognize the differences between the US Black Hawk helicopters with wing-mounted fuel tanks and Hind helicopters with wing-mounted weapons. The F-15 flight lead misidentified the US Black Hawks as Iraqi Hind helicopters. Following his identification pass, he asked his wingman to confirm the identification. The wingman, who was a senior squadron supervisor and instructor pilot, saw two helicopters, but did not positively identify them as Hinds. The wingman did not notify the flight lead that he had been unable to make a positive identification, and allowed the engagement to continue. The flight lead, acting within the specified ROE, fired a single missile and shot down the trail Black Hawk helicopter. At flight lead's direction, the F-15 wingman also fired a single missile and shot down the lead Black Hawk helicopter.

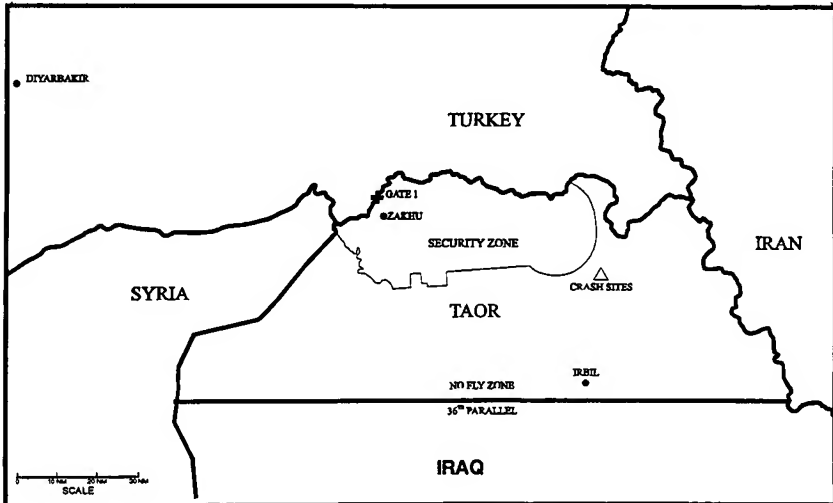
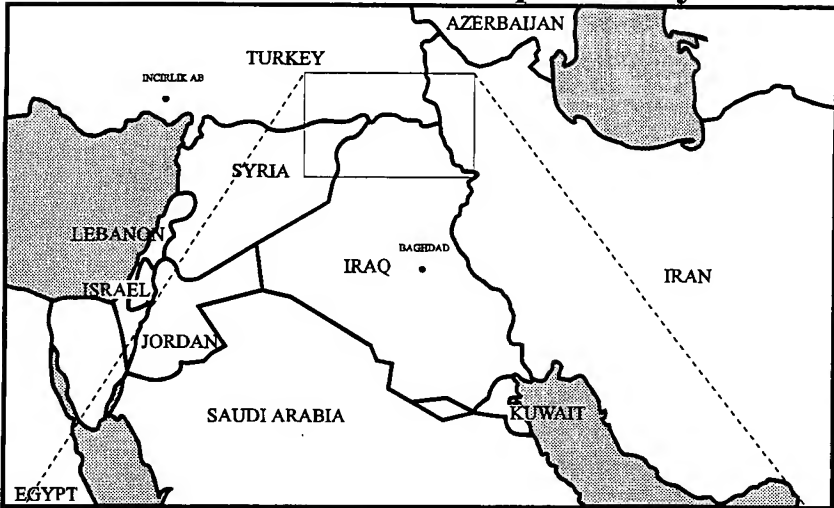

JAMES G. ANDRUS
Maj Gen, USAF
Board President

3 Atchs

1. Map
2. Glossary
3. Time Line

OPERATION PROVIDE COMFORT

Tactical Area of Responsibility



EXECUTIVE SUMMARY

GLOSSARY

AAI - Air-to-Air Interrogation

ACO - Airspace Control Order

ADR - Automatic Data Recorder

AIM - Air Intercept Missile

AMRAAM - Advanced Medium Range Air-to-Air Missile

ATO - Air Tasking Order

BLACK HAWK - A UH-60 Helicopter

BSD - Battle Staff Directive

CAP - Combat Air Patrol

CTF - Combined Task Force

EAGLE - Call sign of UH-60 helicopter formation (Eagle 01, flight lead; Eagle 02, wingman)

EID - Electronic Identification

IFF - Identification Friend or Foe

MCC - Military Coordination Center

NO FLY ZONE - Airspace in Iraq, north of 36 degrees north latitude

OPC - Operation PROVIDE COMFORT

ROE - Rules of Engagement

SPINS - Special Instructions

SZ - Security Zone

TAOR - Tactical Area of Responsibility

TIGER - Call sign of F-15C formation (Tiger 01, flight lead, Tiger 02, wingman)

VID - Visual Identification

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

TIME LINE

| Time (Z) | AWACS ("Cougar") | F-15s ("Tiger") | Black Hawks ("Eagle") |
|----------|---|--|--|
| 0436 | AWACS departs Incirlik AB | | |
| 0522 | | | Black Hawks depart Diyarbakir |
| 0545 | AWACS declares "On station" Surveillance section begins tracking aircraft | | |
| 0616 | "H" character programmed to appear on senior director's radar scope whenever Eagle Flight's IFF Mode I, Code 42 is detected | | |
| 0621 | AWACS answers Black Hawks Track annotated "EE01" for Eagle flight | | Black Hawks Call AWACS on the enroute frequency at the "Gate" (entrance to TAOR) |
| *0624 | Black Hawks' radar and IFF returns fade | | Black Hawks land at Zakhu |
| 0635 | | F-15s depart Incirlik AB | |
| 0636 | Enroute controller interrogates F-15s' IFF Mode IV | | |
| 0654 | AWACS receives Black Hawks' radio call Enroute controller reinitiates "EE01" symbology to resume tracking | | Black Hawks call AWACS to report enroute from "Whisky" (Zakhu) to "Lima" (Irbil) |
| 0655 | "H" begins to be regularly displayed on SD's radar scope (IFF Mode I, Code 42) | | |
| 0705 | | F-15s check in with AWACS on enroute frequency | |
| 0711 | "H" ceases to be displayed on SD's radar scope | | |
| 0712 | Black Hawks' radar and IFF contacts fade; computer symbology continues to move at last known speed and direction | | Black Hawks enter mountainous terrain |
| 0713 | ASO places arrow on SD scope in vicinity of Black Hawks' last known position | | |
| *0715 | ACE replies to F-15s "...negative words" | F-15s check in with the ACE | |
| 0715 | AWACS radar adjusted to low-velocity detection settings | | |

| Time (Z) | AWACS ("Cougar") | F-15s ("Tiger") | Black Hawks ("Eagle") |
|----------|---|---|---------------------------------|
| 0720 | | F15s enter TAOR and call AWACS at Gate on TAOR radio frequency | |
| 0721 | "EE01" (Black Hawk symbology) dropped by AWACS | | |
| 0722 | TAOR WD responds "Clean there" | F-15 lead reports radar contact at 40 NMs | |
| 0723 | Intermittent IFF response appears in vicinity of F-15's reported radar contact | | |
| 0724 | "H" symbol reappears on SD's scope | | |
| 0725 | Black Hawk IFF response becomes more frequent TAOR controller responds to F-15s with "Hits There" | F-15 lead calls "Contact" (radar return approximately 20 NMs) | |
| 0726 | Black Hawk IFF response continuous; radar returns intermittent | | |
| 0727 | Enroute controller initiates an "Unknown, Pending, Unevaluated" symbol in vicinity of Black Hawks' IFF/ radar returns; attempts IFF interrogation | | |
| *0728 | Black Hawk IFF and radar responses fade | F-15 lead "visual" with a helicopter at 5 NM | |
| *0728 | AWACS replies "Copy Hinds" | F-15 lead conducts VID pass and calls "...Tally 2 Hinds ..." | |
| *0728.30 | | F-15 wingman conducts VID pass; calls "Tally 2" | |
| *0729 | | F-15 lead instructs No 2 to "Arm hot" and gives instruction for independent targeting | |
| *0730 | | F-15 lead fires AIM 120 at trail helicopter | Trail Black Hawk hit by missile |
| *0730 | | F-15 wingman fires AIM 9 at lead helicopter | Lead Black Hawk hit by missile |
| *0730+ | | F-15 lead reports "Splash 2 Hinds" | |

NOTE: All times preceded by a "*" are estimates based on best available information. Local time at Diyarbakir is 3 hours later than Zulu time; and local time at Zakhu is 4 hours later than Zulu time.

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Historical Records, 88-26060
which is kept in my records system.

23 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

Page 2 of 2

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | |
|--------------------------|-------------|--------------|-----------------|----------------------|-------------------------------|----------------------|
| a. NOMENCLATURE | | | | b. SERIAL NUMBER | c. TIME SINCE NEW OR OVERHAUL | |
| b. MODEL | | | | | d. SERIAL NUMBER | |
| c. SERIAL NUMBER | | | | | e. TIME SINCE NEW OR OVERHAUL | |
| HELICOPTER | | | | 1261 | TRANS MISSION | |
| UH-60A | | | | | A265-00633 E | |
| 88-26060 | | | | | 1261 | |
| 4. DATE SAMPLE SUBMITTED | 5. END ITEM | 6. COMPONENT | 7. LAST OIL CHG | 8. REASON FOR SAMPLE | 9. RESULTS | 10. RESULTS RECEIVED |
| a | b | c | d | e | f | g |
| 2 JUL 93 | 984 | 1268 | 1268 | LAB REQUEST | SAT | 15 AUG 93 |
| 8 JUL 93 | 985 | 1269 | 1269 | Routine | SAT | 15 AUG 93 |
| 8 AUG 93 | 1012 | 1296 | 1296 | Routine | SAT | 29 AUG 93 |
| 25 AUG 93 | 1037 | 1321 | 1321 | Routine | SATISFACTORY | 17 OCT 93 |
| 12 NOV 93 | 1061 | 1345 | 1345 | Routine | Satisfactory | 15 DEC 93 |
| 27 NOV 93 | 1088 | 1372 | 1372 | Routine | Satisfactory | 29 DEC 93 |
| 8 JAN 94 | 1111 | 1395 | 1395 | Routine | SATISFACTORY | 4 FEB 94 |
| 31 JAN 94 | 1137 | 1421 | 1421 | Routine SPECIAL | SATISFACTORY | 18 FEB 94 |
| 17 FEB 94 | 1143 | 1427 | 1427 | LAB REQUEST | ABNORMAL | 22 MAR 94 |
| 3 MAR 94 | 1153 | 1437 | 4 | LAB REQUEST | Satisfactory | 28 MAR 94 |
| 7 MAR 94 | 1158 | 1442 | 5 | SPECIAL | Satisfactory | 28 MAR 94 |
| 9 MAR 94 | 1161 | 1445 | 8 | Routine | Satisfactory | 28 MAR 94 |

[illegible]

New form initiated 21 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | |
|------------------|---------------|----------------|----------------------|-----------------------|-------------------------------|----------------|
| a. NOMENCLATURE | | | | | a. NOMENCLATURE AND TYPE | |
| b. MAKE OR TYPE | | | | | b. SERIAL NUMBER | |
| c. SERIAL NUMBER | | | | | c. TIME SINCE NEW OR OVERHAUL | |
| Helicopter | | | | 25 HRS | Intermediate Gearbox | |
| UH-60A | | | | | A005-01626 | |
| 88-26060 | | | | | 0 | |
| | | | | | | |
| 4. DATE | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
| | END ITEM a | COMPONENT b | LAST OIL CHANGE c | | | |
| 21 Aug 91 | 762 | 762 | 762 | Special Return SNA | Normal | M. [Signature] |
| 9 Jan 92 | 774 | 774 | 774 | Routine | Normal | M. [Signature] |
| 7 Apr 92 | 799 | 799 | 799 | ROUTINE | SAT | [Signature] |
| 13 Sep 92 | 823 | 823 | 823 | ROUTINE | SAT | [Signature] |
| 27 Nov 92 | 847 | 847 | 847 | Routine | SAT | [Signature] |
| 10 Dec 92 | 873 | 873 | 873 | Routine | SAT/OK | [Signature] |
| 20 Dec 92 | 898 | 898 | 898 | Routine | SAT/OK | [Signature] |
| 22 Jan 93 | 925 | 925 | 925 | Sample | Normal | [Signature] |
| 16 Apr 93 | 948 | 948 | 948 | Routine | Normal | [Signature] |
| 8 Jul 93 | 985 | 948 | 948 | Routine | SAT | [Signature] |
| 5 Nov 93 | 1018 | 975 | 975 | Routine | SAT | [Signature] |

DA FORM 2408-20
MAY 81

OIL ANALYSIS LOG

| 4. DATE | 5. END ITEM a | 1. DUHS b COMPONENT | LAST OIL CHANGE c | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
|-----------|------------------|------------------------|-------------------------|----------------------------|---|--------------------|
| 24 NOV 93 | 1051 | 1000 | 1000 | Routine | SATISFACTORY | <i>[Signature]</i> |
| 12 NOV 93 | 1061 | 1024 | 1024 | Routine | Satisfactory 15 Dec 93 | <i>[Signature]</i> |
| 27 NOV 93 | 1089 | 1051 | 1051 | Routine | Satisfactory 29 Dec 93 | <i>[Signature]</i> |
| 8 JAN 94 | 1111 | 1074 | 1074 | Routine | SATISFACTORY 4 Feb 94 | <i>[Signature]</i> |
| 31 JAN 94 | 1137 | 1100 | 1100 | Routine | SATISFACTORY 18 Feb 94 | <i>[Signature]</i> |
| 9 MAR 94 | 1161 | 1124 | 1124 | Routine | Satisfactory 28 MAR 94 | <i>[Signature]</i> |
| 25 MAR 94 | 1187 | 1150 | 1150 | Routine | Sample shows increased wear Metal. Immediate Resample 8 APR 94 | <i>[Signature]</i> |
| 8 APR 94 | 1207 | 1170 | 1170 | LAB REQUEST | | |
| 11 APR 94 | 1214 | 1177 | 1177 | Routine | | |

9. REMARKS

COMMANDEER
USAREUR MATERIAL & EQUIP
OIL ANALYSIS LAB
APO AE 09028

LAST OIL CHANGE: ϕ

3.1.0.6

| 1 END ITEM | | | | 2 SAMPLE FREQUENCY | 3 COMPONENT | | | |
|------------------------------|------------|-------------|----------------|-----------------------------|---|--------------------|-----------------|--|
| a NOMENCLATURE HELICOPTER | | | | | a NOMENCLATURE AND TYPE T/R GEAR BOX | | | |
| b MODEL UH-60A | | | | | b SERIAL NUMBER A006-00177 | | | |
| c SERIAL NUMBER 88-26060 | | | | | c TIME SINCE NEW OR OVERHAUL Ø | | | |
| 4 DATE SAMPLE SUBMITTED | 5 HOURS | | | 6 REASON FOR SAMPLE | 7 RESULTS | 8 RESULTS RECEIVED | | |
| | a END ITEM | b COMPONENT | c LAST OIL CHG | | | a DATE | b SIGNATURE/PID | |
| 24 JAN 94 | 1122 | 1772 | 14 | Routine | Satisfactory | 18 Feb 94 | m + hony | |
| 31 JAN 94 | 1137 | 1787 | 31 | Routine | Satisfactory | 18 Feb 94 | m + hony | |
| 9 MAR 94 | 1141 | 1811 | 55 | Routine | Satisfactory | 28 MAR 94 | Nett | |
| 25 MAR 94 | 1187 | 1837 | 81 | Routine | | | | |
| 30 MAR 94 | 1198 | 1848 | Ø | Drain & service Tactical | | | | |
| 11 APR 94 | 1214 | 1864 | 16 | Routine | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

7-55

| 4. DATE | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
|-----------|---------------|----------------|----------------------|--------------------------------------|--|--------------|
| | END ITEM a | COMPONENT b | LAST OIL CHANGE c | | | |
| JUN 93 | 985 | 1621 | 484 | Routine | ABNORMAL, DRAIN/FLUSH INITIAL, E, 10, 15, 40 SIG/VAL | [Signature] |
| 16 JUL 93 | 998 | 1634 | 497 | SPECIAL INITIAL | SAT | [Signature] |
| 8 AUG 93 | 1012 | 1661 | 524 | Pre-OP | SAT | [Signature] |
| 28 AUG 93 | 1037 | 1686 | 549 | Routine | SATISFACTORY | [Signature] |
| 12 NOV 93 | 1061 | 1710 | 573 | Routine | Satisfactory 15 Dec 93 | [Signature] |
| 27 NOV 93 | 1088 | 1737 | 600 | Routine | ABNORMAL DRAIN/FLUSH 3XS 29 Dec 93 | [Signature] |
| 12 DEC 93 | 1093 | 1742 | 605 | Suspect Hydraulic Fluid Contaminated | Satisfactory 14 MAR 94 | [Signature] |
| 2 JAN 94 | 1107 | 1756 | 0 | SPECIAL INITIAL | SATISFACTORY 21 JAN 94 | [Signature] |
| 8 JAN 94 | 1111 | 1760 | 4 | LAB REQUEST | SATISFACTORY 4 FEB 94 | [Signature] |
| 15 JAN 94 | 1117 | 1767 | 11 | SPECIAL | SATISFACTORY 7 FEB 94 | [Signature] |

9. REMARKS

COMMANDER
USAREUR MATERIAL & EQUIP
OIL ANALYSIS LAB
APO AE 09038

LAST OIL CHANGE : ~~500~~ 500 HRS 1211 COMP. HRS.

New form initiated 24 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

| | | | | | | | |
|--------------------------------------|------------------|----------------|----------------------|---------------------------|--------------------|---|--|
| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | | 3. COMPONENT | |
| a. NOMENCLATURE <i>Helicopter</i> | | | | <i>25 HRS</i> | | a. NOMENCLATURE AND TYPE <i>T/R Gear Box</i> | |
| b. MAKE OR TYPE <i>UH-60A</i> | | | | | | b. SERIAL NUMBER <i>A006-00177</i> | |
| c. SERIAL NUMBER <i>88-26060</i> | | | | | | c. TIME SINCE NEW OR OVERHAUL <i>0</i> | |
| 4. DATE | 5. END ITEM a | COMPONENT b | LAST OIL CHANGE c | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE | |
| <i>21 Aug 91</i> | <i>762</i> | <i>1409</i> | <i>262</i> | <i>3rd oil change SWA</i> | <i>Normal</i> | <i>[Signature]</i> | |
| <i>9 Jan 92</i> | <i>774</i> | <i>1421</i> | <i>274</i> | <i>Routine</i> | <i>Normal</i> | <i>[Signature]</i> | |
| <i>7 Apr 92</i> | <i>799</i> | <i>1446</i> | <i>249</i> | <i>ROUTINE</i> | <i>SAT</i> | <i>[Signature]</i> | |
| <i>13 Jun 92</i> | <i>823</i> | <i>1470</i> | <i>333</i> | <i>ROUTINE</i> | <i>SAT</i> | <i>[Signature]</i> | |
| <i>27 Aug 92</i> | <i>847</i> | <i>1494</i> | <i>357</i> | <i>Routine</i> | <i>SAT</i> | <i>[Signature]</i> | |
| <i>10 Sep 92</i> | <i>873</i> | <i>1520</i> | <i>383</i> | <i>Routine</i> | <i>Line up</i> | <i>[Signature]</i> | |
| <i>2 Oct 92</i> | <i>898</i> | <i>1545</i> | <i>408</i> | <i>Routine</i> | <i>WTF in line</i> | <i>[Signature]</i> | |
| <i>21 Nov 92</i> | <i>925</i> | <i>1571</i> | <i>433</i> | <i>ROUTINE</i> | <i>Normal</i> | <i>[Signature]</i> | |
| <i>16 Dec 92</i> | <i>962</i> | <i>1598</i> | <i>461</i> | <i>ROUTINE</i> | <i>Normal</i> | <i>[Signature]</i> | |
| <i>22 Apr 93</i> | <i>962</i> | <i>1598</i> | <i>461</i> | <i>STIR</i> | <i>APPROXIMATE</i> | <i>[Signature]</i> | |
| <i>25 Jun 93</i> | <i>973</i> | <i>1609</i> | <i>472</i> | <i>LAB ANALYST</i> | <i>SAT</i> | <i>[Signature]</i> | |

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | |
|------------------|---------------|----------------|----------------------|-----------------------------------|-------------------------------|--------------|
| a. NOMENCLATURE | | | | | a. NOMENCLATURE AND TYPE | |
| b. MAKE OR TYPE | | | | 100 hrs | b. SERIAL NUMBER | |
| c. SERIAL NUMBER | | | | | c. TIME SINCE NEW OR OVERHAUL | |
| Helicopter | | | | | APC | |
| UH-60A | | | | | 836294 | |
| 8826060 | | | | | TSN 417 | |
| 4. DATE | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
| | END ITEM a | COMPONENT b | LAST OIL CHANGE c | | | |
| 12 MAR 91 | 424 | 424 | 424 | SPECIAL C/O FOR DISTRIBUTION SALT | Normal | [Signature] |
| 10 MAR 92 | 792 | 792 | 792 | ROUTINE | SAT | [Signature] |
| 2 APR 92 | 898 | 898 | 898 | ROUTINE | SATISFACTORY | K 123 |
| 16 DEC 92 | 962 | 1675 | 1675 | ROUTINE | Normal | SWANSON |
| 22 JUN 93 | 970 | 1683 | 1685 | ROUTINE | | |
| 24 JULY 93 | 1002 | 1715 | 1715 | SPECIAL | | |
| 2 AUG 93 | 1007 | 1720 | 1720 | SPECIAL | | |
| 12 NOV 93 | 1061 | 1774 | 1774 | Routine | Satisfactory 15 DEC 93 | [Signature] |
| 9 MAR 94 | 1161 | 1874 | 1874 | Routine | Satisfactory 28 MAR 94 | [Signature] |
| | | | | | | |
| | | | | | | |

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from [redacted]

2105010000

LAURA A. ELLIS SFA USA

Evidence Custodian, Incirlik Air Base, Turkey

| 1. AREA | | 2. SERIAL NUMBER | | 3. AIRCRAFT TYPE | | 4. PAGE NO. | | 5. NO. OF PAGES | | | | | | | |
|----------|--|------------------|------------------|------------------|---|-------------|---|-----------------|---|---|---|----|----|----|---------------------------------|
| COCKPIT | | 88-26060 | | UH-60A | | 1 | | 3 | | | | | | | |
| ITEM NO. | NOMENCLATURE | QTY REQD | EQUIPMENT CHECKS | | | | | | | | | | | | LOCATION OR REMARKS |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| 1 | First Aid Kit - 6545-00-919-6650 ✓ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Behind Pilot's & CoPilot's Seat |
| 2 | Fire Extinguisher - FR23-4-11848, 4210-00-555-8837 ✓ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | CoPilot's Seat |
| 3 | Barometric Altimeter - AAU-31/A-1 ✓ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LH Side Instr. Panel |
| 4 | Barometric Altimeter - AAU-32A ✓ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Side Instr. Panel |
| 5 | Crew Seat - D3801-2 ✓ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Pilot & CoPilot |
| 6 | Aircraft Clock - ARU-11A ✓ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | LH & RH Side Instr. Panel |
| 7 | Receiver/Transmitter - RT-1300/ARC-186(V) ✓ UH-FH Radio Set - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | | Pilot's Seat Well |
| 8 | RT-1518/ARC-164(V) ✓ Interphone Control - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Center Console |
| 9 | C6533/ARC ✓ Interphone Control - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LH Center Console |
| 10 | C-6533/ARC ✓ Receiver/Transmitter - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Center Console |
| 11 | RT-1115D/APN-209 ✓ Indicator Altimeter - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LH Side Instr. Panel |
| 12 | ID-1917C/APN-209 ✓ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Side Instr. Panel |

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

| DATE | SIGNATURE | GRADE | DATE | SIGNATURE | GRADE |
|-------------|-------------|-------------------|-------------|-------------|-------------------|
| JUN 22 1988 | [Signature] | Sikorsky Aircraft | JUN 22 1988 | [Signature] | Sikorsky Aircraft |
| JUN 22 1988 | [Signature] | Sikorsky Aircraft | JUN 22 1988 | [Signature] | Sikorsky Aircraft |

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

DATE 11 Apr 94NUMBER OF PAGES IN FLIGHT PACK 1

| | | | | | | | | | | |
|---|-------|-------------------------------------|----------------|--|-----------------|---------------------------|----------------|--|----------|-------------|
| 1. AIRCRAFT SERIAL NUMBER 8726000 | | 2. MODEL UH60A | | 3. UIC WDX2AA | | 4. STATION EDEV | | 5. NAME OF CE/MECH SGT Bowen | | |
| 6. ENGINE HIT READINGS | | | 7. APU HISTORY | | | 8. ROUNDS FIRED AIR-FRAME | | 9. ENGINE STARTS | | |
| DATE | NO. 1 | NO. 2 | | HOURS | STARTS | HR METER | | NO. 1 | NO. 2 | |
| | | | CURRENT | 323.0 | 1939 | | | | | |
| | | | TODAY | 1.2 | 7 | | | | | |
| | | | TOTAL | 324.2 | 1946 | | | | | |
| 10. SYSTEM STATUS | | | | | 11. FLIGHT DATA | | | | | |
| ACFT | | | | | | | AIRCRAFT HOURS | LANDINGS | | HSF/ CYCLES |
| | | | | | | | | STD | AUTO | |
| ARM | | | | | | CURRENT | 1242.8 | 30 | 0 | |
| ELECT | | | | | | TODAY | 4.5 | 5 | | |
| OTHER | | | | | | TOTAL | 1247.3 | 35 | 0 | |
| 12. SCHEDULED INSPECTION INFORMATION | | | | | | | | | | |
| a. HOURS OF OPERATION SINCE LAST GENERATION | | b. NEXT PHASE/SCHEDULED INSP (NO.) | | d. HOURS OF OPERATION TO NEXT PHASE/SCHEDULED INSPECTION | | e. PMD DUE | | | | |
| | | PN15-2 | | | | DATE COMPLETED | | | | |
| | | c. NEXT PHASE/SCHEDULED INSP DUE AT | | | | PID | | | | |
| | | 1414.9 | | | | | | | | |
| 13. LOCAL USE | | | | | | | | | | |
| 4/7 | | | | | | | | | | |

DA FORM 2408-13, OCT 91

EDITION OF DEC 66 IS OBSOLETE

AIRCRAFT STATUS INFORMATION RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from DA Form 2408-13, DTD 11 APR 94 from the 6th AITL.

Maintenance File, ACFT # 87-26000
which is kept in my records system.

9 May 94
Date

William L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

| | | | | | | | | | | | |
|--|--|--------------------------|--|--------------------------------|--|---|--|---------------------|--|---------------------|--|
| 1. AIRCRAFT SERIAL NUMBER 8726000 | | 2. MODEL UH60A | | 3. DATE 16 MAR 94 | | 4. PAGE 1 | | | | | |
| PART I - FAULT INFORMATION | | | | | | PART II - CORRECTING INFORMATION | | | | | |
| 1. STATUS A | | SYS A | | DATE 14 JUL 93 | | NO. | | TIME | | PID | |
| FAULT/REMARKS Pin Cyclic Adaptor removed from SWS-1 FPR Computer A/C Unit Case Malfunction | | | | | | DATE 5 Apr 94 | | TIME | | HRS | |
| | | | | | | ROUNDS | | ACTION CODE | | WUC | |
| | | | | | | ACTION CF 2B | | | | | |
| | | | | | | PID | | HOURS | | PID | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| A/C HRS 451.1 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | |
| W.O. | | REQ | | OTHER | | CMH | | DMH | | FMH | |
| 1. STATUS B | | SYS A | | DATE 22 Oct 93 | | NO. | | TIME | | PID | |
| FAULT/REMARKS T-12A Malfunction reporting | | | | | | DATE 18 Mar 94 | | TIME 1135 | | HRS 12207 | |
| | | | | | | ROUNDS | | ACTION CODE | | WUC | |
| | | | | | | ACTION Checked, found tape jammed D. B. | | | | | |
| | | | | | | PID | | HOURS | | PID | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| A/C HRS 1076.8 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | |
| W.O. | | REQ | | OTHER | | CMH | | DMH | | FMH | |
| 1. STATUS B | | SYS A | | DATE 21 Oct 93 | | NO. | | TIME | | PID | |
| FAULT/REMARKS Unit FPR A/C not working properly Following unit was left alone for 24 hours | | | | | | DATE 15 May 94 | | TIME 1120 | | HRS 12257 | |
| | | | | | | ROUNDS | | ACTION CODE | | WUC | |
| | | | | | | ACTION Replaced antenna FPR | | | | | |
| | | | | | | PID | | HOURS | | PID | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| A/C HRS 1076.8 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | |
| W.O. | | REQ | | OTHER 24 Oct 93 P. 7 | | CMH | | DMH | | FMH | |
| | | | | | | TIPIID | | TI MAN-HOURS | | | |

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

30 Day Maintenance Record, 87-26000
which is kept in my records system.

23 May 94

WILLIAM T. HARRIS, Capt USAF, MSC
Public Release - For Distribution

| | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--|--|-------------------|-------------------|----|---------|------|----------------------------------|-----|--------------------|-------------------|--------------|--------------|-------|--------------|-----|--|-------|--|
| 1. AIRCRAFT SERIAL NUMBER 8726000 | | | | 2. MODEL OH66A | | | | 3. DATE 11 MAR 94 | | | | 4. PAGE 2 | | | | | | | |
| PART I - FAULT INFORMATION | | | | | | | | PART II - CORRECTING INFORMATION | | | | | | | | | | | |
| / STATUS | | SYS A | DATE 26 OCT 93 | | NO | | TIME | | PID | | DATE 5 Apr 94 | | TIME | | HRS | | | | |
| FAULT/REMARKS | | WTCAMA on R/H side tail cone section A will be used 6B-6T-19 08-00-00 00-00-00 00-00-00 | | | | | | ROUNDS | | ACTION CODE | | WUC | | | | | | | |
| | | | | | | | | ACTION | | C.F.D. E. | | | | | | | | | |
| | | | | | | | | PID | | HOURS | | PID | | HOURS | | PID | | HOURS | |
| | | | | | | | | | | | | | | | | | | | |
| AC HRS 376.3 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | | OMH | | FMH | | DMH | | | |
| W.O. | | REQ | | OTHER | | | | | | TI PID | | TI MAN-HOURS | | | | | | | |
| / STATUS | | SYS A | DATE 8 NOV 93 | | NO | | TIME | | PID | | DATE 18 Mar 94 | | TIME 1120 | | HRS 123.7 | | | | |
| FAULT/REMARKS | | Vertical fin drive shaft cover has no anti-chatter install | | | | | | ROUNDS | | ACTION CODE | | WUC | | | | | | | |
| | | | | | | | | ACTION | | Installed cap & E. | | | | | | | | | |
| | | | | | | | | PID | | HOURS | | PID | | HOURS | | PID | | HOURS | |
| | | | | | | | | | | | | | | | | | | | |
| AC HRS 1097.8 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | | OMH | | FMH | | DMH | | | |
| W.O. | | REQ | | OTHER | | | | | | TI PID | | TI MAN-HOURS | | | | | | | |
| / STATUS | | SYS A | DATE 30 NOV 93 | | NO | | TIME | | PID | | DATE 5 Apr 94 | | TIME | | HRS | | | | |
| FAULT/REMARKS | | Soundproofing screw insert broken on L/H side | | | | | | ROUNDS | | ACTION CODE | | WUC | | | | | | | |
| | | | | | | | | ACTION | | C.F.D. E. | | | | | | | | | |
| | | | | | | | | PID | | HOURS | | PID | | HOURS | | PID | | HOURS | |
| | | | | | | | | | | | | | | | | | | | |
| AC HRS 1127.1 | | WHEN DISC | | HOW REC | | MAL EFF | | WUC | | CMH | | OMH | | FMH | | DMH | | | |
| W.O. | | REQ | | OTHER | | | | | | TI PID | | TI MAN-HOURS | | | | | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the No. 3 zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

30 Day Maintenance File, 87-26000
which is kept in my records system. *W. H.*

23 May 94 WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

from 30 Day Maintenance File, 87-26000
which is kept in my records system.

23 May 88
Date

W. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

| | | | | | | | |
|--------------------------|--|---------|--|-----------|--|--------|--|
| 1 AIRCRAFT SERIAL NUMBER | | 2 MODEL | | 3 DATE | | 4 PAGE | |
| A736000 | | 01160A | | 16 APR 74 | | 2 | |

| PART I - FAULT INFORMATION | | | | | | | |
|------------------------------|-----|-----------|---------|-------|---------|---------------|--|
| STATUS | SYS | DATE | NO | TIME | PID | FAULT/REMARKS | |
| | | 15 APR 74 | | 1615 | | | |
| Mode 4 ck out @ 1312.2 | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| A/C HRS | | WHEN DISC | HOW REC | | MAL EFF | WUC | |
| 1218.3 | | | | | | | |
| WO | | REQ | | OTHER | | | |
| | | | | | | | |
| STATUS | SYS | DATE | NO | TIME | PID | FAULT/REMARKS | |
| | | 16 APR 74 | | 1000 | | | |
| LMTF A/C for Max Over ✓ done | | | | | | | |
| Not check w. 8/74 | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| A/C HRS | | WHEN DISC | HOW REC | | MAL EFF | WUC | |
| 1218.3 | | | | | | | |
| WO | | REQ | | OTHER | | | |
| | | | | | | | |
| STATUS | SYS | DATE | NO | TIME | PID | FAULT/REMARKS | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| A/C HRS | | WHEN DISC | HOW REC | | MAL EFF | WUC | |
| | | | | | | | |
| WO | | REQ | | OTHER | | | |
| | | | | | | | |

| PART II - CORRECTING INFORMATION | | | | | | | |
|----------------------------------|-------------|----------------|-------|-----|-------|-----|--|
| DATE | TIME | HRS | | | | | |
| 5 APR 74 | 1740 | 12350 | | | | | |
| ROUNDS | ACTION CODE | | WUC | | | | |
| ACTION | | Completed D.F. | | | | | |
| | | | | | | | |
| | | | | | | | |
| PID | HOURS | PID | HOURS | PID | HOURS | | |
| | | | | | | | |
| CMH | | OMH | | FMH | | DMH | |
| | | | | | | | |
| TIMD | | TIMAN HOURS | | | | | |
| | | | | | | | |
| DATE | TIME | HRS | | | | | |
| 16 MAR 74 | 1105 | 12350 | | | | | |
| ROUNDS | ACTION CODE | | WUC | | | | |
| ACTION | | cc, plus 6.000 | | | | | |
| | | | | | | | |
| | | | | | | | |
| PID | HOURS | PID | HOURS | PID | HOURS | | |
| | | | | | | | |
| CMH | | OMH | | FMH | | DMH | |
| | | | | | | | |
| TIMD | | TIMAN HOURS | | | | | |
| | | | | | | | |
| DATE | TIME | HRS | | | | | |
| | | | | | | | |
| ROUNDS | ACTION CODE | | WUC | | | | |
| ACTION | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| PID | HOURS | PID | HOURS | PID | HOURS | | |
| | | | | | | | |
| CMH | | OMH | | FMH | | DMH | |
| | | | | | | | |
| TIMD | | TIMAN HOURS | | | | | |
| | | | | | | | |

| | | | | | | | |
|--|-----|--------------------|----|----------------------|-----|---------------|--|
| 1. AIRCRAFT SERIAL NUMBER 10000 | | 2. MODEL UH-60A | | 3. DATE 25 Feb 94 | | 4. PAGE 10 | |
| PART I - FAULT INFORMATION | | | | | | | |
| STATUS | SYS | DATE | NO | TIME | PID | | |
| | A | 25 Feb 94 | | 1505 | | | |
| FAULT/REMARKS UH-60A-03 REPLACEMENT ALL IN/R EXTENSIBLE DUE AT THE NEXT MISSION | | | | | | | |
| AC HRS 1176.8 WHEN DISC HOW REC MAL EFF WUC | | | | | | | |
| WO | | REQ | | OTHER | | | |
| STATUS | SYS | DATE | NO | TIME | PID | | |
| | A | 25 Feb 94 | | 0830 | | | |
| FAULT/REMARKS UH-60A-03 REPLACEMENT ALL IN/R EXTENSIBLE DUE AT THE NEXT MISSION | | | | | | | |
| AC HRS 1176.8 WHEN DISC HOW REC MAL EFF WUC | | | | | | | |
| WO | | REQ | | OTHER | | | |
| STATUS | SYS | DATE | NO | TIME | PID | | |
| | A | 25 Feb 94 | | 1030 | | | |
| FAULT/REMARKS Fct 4 1/2 Transmitter Mode 4 Batt. Not Del. Code C-4 | | | | | | | |
| AC HRS 1180.0 WHEN DISC HOW REC MAL EFF WUC | | | | | | | |
| WO | | REQ | | OTHER | | | |
| PART II - CORRECTING INFORMATION | | | | | | | |
| DATE | | TIME | | HRS | | | |
| 17 Feb 94 | | | | | | | |
| ROUNDS | | ACTION CODE | | WUC | | | |
| | | | | | | | |
| ACTION | | | | | | | |
| PID HOURS PID HOURS PID HOURS | | | | | | | |
| CMH OMH FMH DMH | | | | | | | |
| TIPIID TI MAN-HOURS | | | | | | | |
| DATE | | TIME | | HRS | | | |
| 26 Feb 94 | | 1100 | | 1153.8 | | | |
| ROUNDS | | ACTION CODE | | WUC | | | |
| | | | | | | | |
| ACTION | | | | | | | |
| PID HOURS PID HOURS PID HOURS | | | | | | | |
| CMH OMH FMH DMH | | | | | | | |
| TIPIID TI MAN-HOURS | | | | | | | |
| DATE | | TIME | | HRS | | | |
| 6 Feb 94 | | 0800 | | 1191.0 | | | |
| ROUNDS | | ACTION CODE | | WUC | | | |
| | | | | | | | |
| ACTION | | | | | | | |
| PID HOURS PID HOURS PID HOURS | | | | | | | |
| CMH OMH FMH DMH | | | | | | | |
| TIPIID TI MAN-HOURS | | | | | | | |

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Six months of 081187-20000
which is kept in my records system.

23 Mar 94

LAURA A. ELLIS, SFC USAF

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

1. NOMENCLATURE

HELICOPTER UH-60A

2. REGISTRATION NUMBER

3. SERIAL NUMBER

87-26000

4. MODIFICATIONS REQUIRED

5. MODIFICATIONS COMPLETED

| MWO NUMBER | DATE OF MWO (Day/Mo/Yr) | PRI- ORITY | ECM | MWO TITLE AND KIT NUMBER(S) | DATE MWO APPLIED (Day/Mo/Yr) | MAN HRS | ORGANIZATION APPLYING MWO | SIGNATURE (Certification of MWO Application) |
|---------------------|----------------------------|---------------|-----|-----------------------------------|------------------------------------|------------|------------------------------|---|
| a | b | c | d | e | f | g | h | i |
| SOE MSG UH-60-84-02 | | | | | | | | |
| TA551520-237-20-96 | 17 MAR 88 | M | D | ONE TIME INSP OF TIR CONTIN. SHFT | 13 APR 88 | .5 | AMUTER 71/248R | L. J. P. SGT TI |
| 5-1520-237-50-47 | 30 Apr 87 | N | D | WSPS Group 1 | 16 May 88 | 2. | Dyn-Corp | B. J. P. SGT TI |
| UH-60-88-04 | | | | | | | | |
| 55-1520-237-20-96 | 12 MAY 88 | M | D | REVISION TO 88-02 | 14 JUL 88 | .5 | WH6 DTO | S. U. N. SGT TI |
| UH-60-8805 | | | | | | | | |
| 55-1520-237-20-98 | 15 JUN 88 | M | D | IMMEDIATE ACTION STAFF/House | 30 JUN 88 | .5 | WH6 DTO | L. J. P. SGT TI |
| UH-60-88-06 | | | | | | | | |
| 55-1520-237-20-99 | 11 JUL 88 | M | D | TWO EXHAUST OIL COOLER HEATING | 14 JUL 88 | .5 | WH6 DTO | L. J. P. SGT TI |
| UH-60-88-07 | | | | | | | | |
| SOE MSG | 13 JUL 88 | M | D | REVISION OF UH-60-88-08 | 18 JUL 88 | .5 | WH6 DTO | S. U. N. SGT TI |
| UH-60A-88-08 | | | | | | | | |
| SOE MSG | 27 JUL 88 | M | D | REVISION OF UH-60-88-06 | 2 AUG 88 | .5 | WH6 DTO | S. U. N. SGT TI |
| UH-60A-88-09 | | | | | | | | |
| SOE MSG | 2 AUG 88 | M | D | P.P.C.P. SEAT CIRCUISSHOW | 10 AUG 88 | 1.0 | WH6 DAA | S. U. N. SGT TI |
| UH-60A-88-10 | | | | | | | | |
| SOE MSG | 7 OCT 88 | M | D | CABIN SEAT SUPPORT HOW | 9 NOV 88 | 2.0 | WH6 DAA | S. U. N. SGT TI |
| SOE MSG | | | | | | | | |
| 6EN-88-02 | 21 SEPT 88 | M | D | PORTABLE ACFT FIRE EXT | 21 SEPT 88 | .5 | WH6 DAA | S. U. N. SGT TI |
| SOE MSG | | | | | | | | |
| UH-60-88-11 | 17 OCT 88 | M | D | ONE TIME CLARIFICATION | P/C/W | | | |
| SOE MSG | | | | | | | | |
| UH-60-88-12 | 1 NOV 88 | M | D | OF RAPPEL RESTRICTION | 20 OCT 88 | .5 | WH6 DAA | S. U. N. SGT TI |
| SOE MSG | | | | | | | | |
| UH-60-88-13 | 18 NOV 88 | M | D | REVISION OF UH-60-88-10 | P/C/W | | | |
| SOE MSG | | | | | | | | |
| UH-60-88-13 | 18 NOV 88 | M | D | ONE TIME INSP OF | 2 NOV 88 | .5 | WH6 DAA | S. U. N. SGT TI |
| SOE MSG | | | | | | | | |
| UH-60-88-13 | 18 NOV 88 | M | D | M/R BLADE EXPANDABLE PIN | 28 NOV 88 | 2.0 | WH6 DAA | S. U. N. SGT TI |

DA FORM 2608-5, 1 JAN 64

For use of this form, see TM 38-750; the proponent agency is Office of The Deputy Chief of Staff for Logistics.

EQUIPMENT MODIFICATION RECORD

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from the Best Available Record Equipment Modification Record 87-26000 which is kept in my records system.

23 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian (Unit) Air Base

1. NOMENCLATURE

HELICOPTER UH-60A

2. REGISTRATION NUMBER

3. SERIAL NUMBER

87-26000

4. MODIFICATIONS REQUIRED

5. MODIFICATIONS COMPLETED

| MWO NUMBER | DATE OF MWO (Day/Mo/Yr) | PRI-ORITY | ECN | MWO TITLE AND KIT NUMBER(S) | DATE MWO APPLIED (Day/Mo/Yr) | MAN HRS | ORGANIZATION APPLYING MWO | SIGNATURE (Certification of MWO Application) |
|---|-------------------------|-----------|-----|--|------------------------------|---------|---------------------------|--|
| a | b | c | d | e | f | g | h | i |
| SOF MSG UH-60-88-14 SOF MSG GEN-89-03 MWO | 9 DEC 88 3 OCT 88 | M | G | ONE TIME MWO COMPLIANCE CK ON 1/2S HOIST REVISION TO UH-60-88-02 | 12 DEC 88 5 OCT 88 | .5 | WHG DAA | S. V. N. D SGT TI |
| 55-1520-237-50-53 SOF MSG | 18 NOV 89 | N | D | IMPROVED TIE DOWN FITTINGS | 13 MAR 89 | .5 | DYN CORP-E | W. H. N. D SGT TI |
| UH-60A-89-03 SOF MSG | 31 MAR 89 | M | O | SPINDLE NUT VISUAL INSP | 3 APR 89 | .5 | WHG DAA | J. H. N. D SGT TI |
| UH-60-89-05 SOF MSG | 12 JUN 89 | M | O | ONE TIME INSP OF WIRE STRIKE PROTECTION SYS | 15 JUL 89 | 1.0 | WHG DAA | J. H. N. D SGT TI |
| UH-60-89-04 SOF MSG | 31 MAR 89 | M | O | REVISION TO ONE TIME INSP OF ALL 1/2S SPINDLE | 3 APR 89 | .1 | WHG DAA | J. H. N. D SGT TI |
| UH-60-89-06 SOF MSG | 17 JUL 89 | M | O | ONE TIME INSP OF R/H 4TH RELAY PANELS | 18 JUL 89 | .5 | WHG DAA | J. H. N. D SGT TI |
| UH-60-89-07 SOF MSG | 3 AUG 89 | M | O | REVISION TO ONE TIME INSP OF R/H 1/2S RELAY PANELS | 8 AUG 89 | .1 | WHG DAA | J. H. N. D SGT TI |
| TS 55-1520-237-20-04 MWO | 7 JUL 89 | L | O | REVISION TO RETIREMENT/ OVERHAUL SCHEDULE | 25 OCT 89 | 3 | WHG DAA | J. H. N. D SGT TI |
| 1-5745-237-50-1 MWO | 15 JAN 89 | N | D | EMI PROTECTION OF LEFT AND RIGHT RELAY PANELS | NOV 16 89 | 16 | DYN CORP-E | D. O. Connors CIV. |
| 55-1520-237-50-46 MWO | 15 NOV 89 | N | D | DOWEL PIN RETENTION MGB ENTERED IN ERROR | 18 MAR 90 | 22 | DYN CORP-E | M. S. D. Connors (CIV) |
| 55-1520-237-50-42 MWO | 15 JUN 88 | N | D | Stab. Amp. IMPROVEMENT | 17 MAY 90 | 92 | DYN CORP-E | M. S. D. Connors (CIV) |

DA FORM 2400-5, 1 JAN 64

For use of this form, see TM 38-750; the proponent agency is Office of The Deputy Chief of Staff for Logistics.

| 1. NOMENCLATURE | | | | 2. REGISTRATION NUMBER | | 3. SERIAL NUMBER | |
|---------------------------|---------------------------------|--------------------|----------|--|---|------------------|--|
| 4. MODIFICATIONS REQUIRED | | | | 5. MODIFICATIONS COMPLETED | | | |
| MWO NUMBER a | DATE OF MWO (Day/Mo/Yr) b | PRI- ORITY c | ECH d | MWO TITLE AND KIT NUMBER(S) e | DATE MWO APPLIED (Day/Mo/Yr) f | MAN HRS g | SIGNATURE (Certification of MWO Application) h |
| 1-1500-200-20-2 | 86SEPT90 | U | | BLADE EROSION PROTECTION | 140290 | | PROJECT OR DYNACORP |
| 14-60-94-ASAM-03 | JAN94 | | | RECORDS OF ACFT HISTORICAL RECORDS - 101C TAIL SPINOLE BEARING SW (HEIC) | 21 JAN 94 | | ENTER AN ERROR |

[illegible]

DA FORM 2400-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | | |
|--|-------------|--------------|-----------------|----------------------|---|---------------------|-----------------|
| a. NOMENCLATURE AND TYPE Helicopter | | | | 25 Hours | a. NOMENCLATURE AND TYPE Tail Rotor Gear Box | | |
| b. MODEL UH-60A | | | | | b. SERIAL NUMBER A006-00284 | | |
| c. SERIAL NUMBER 8726000 | | | | | c. TIME SINCE NEW OR OVERHAUL 480 | | |
| 4. DATE SAMPLE SUBMITTED | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. RESULTS RECEIVED | |
| | a. END ITEM | b. COMPONENT | c. LAST OIL CHG | | | a. DATE | b. SIGNATURE/ID |
| 5 APR 93 | 915 | 480 | 480 | Pms II | Normal | 20/4/93 | E. Brown |
| 1 JUL 93 | 942 | 507 | 507 | Routine | SAT | 15 AUG 93 | E. Brown |
| 19 AUG 93 | 987 | 552 | 552 | Routine | SATISFACTORY | 31 AUG 93 | 2002 |
| 3 SEP 93 | 1015 | 580 | 580 | Routine | SATISFACTORY | 10 OCT 93 | 2002 |
| 17 SEP 93 | 1039 | 619 | 619 | ROUTINE | SATISFACTORY | 13 OCT 93 | 2002 |
| 27 SEPT 93 | 1041 | 621 | Φ | INITIAL | SATISFACTORY | 12 NOV 93 | 2002 |
| 13 Oct 93 | 1062 | 642 | 21 | ROUTINE | SATISFACTORY | 13 NOV 93 | 2002 |
| 31 Oct 93 | 1088 | 668 | 47 | ROUTINE | Satisfactory | 2 Dec 93 | 2002 |
| 12 NOV 93 | 1114 | 694 | 73 | Routine | Satisfactory | 15 Dec 93 | 2002 |
| 27 NOV 93 | 1139 | 719 | 98 | Routine | Satisfactory | 29 Dec 93 | 2002 |
| 8 DEC 93 | 1162 | 742 | 121 | Routine | SATISFACTORY | 25 Jan 94 | 2002 |
| 3 Feb 94 | 1187 | 767 | 140 | Routine | SATISFACTORY | 1 MAR 94 | 2002 |

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from the report.

Signature: *Robert M. ...* Date: *23 May 94*

Signature: *William H. ...* Date: *23 May 94*

Signature: *William H. ...* Date: *23 May 94*

Signature: *William H. ...* Date: *23 May 94*

| 4. DATE | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
|-----------|---------------|----------------|----------------------|----------------------|------------------------|--------------------|
| | END ITEM a | COMPONENT b | LAST OIL CHANGE c | | | |
| REPAIR | 1015 | 311 | 311 | Routine | Satisfactory | <i>[Signature]</i> |
| 12 NOV 93 | 1114 | 443 | 443 | Routine | Satisfactory | <i>[Signature]</i> |
| 3 MAR 94 | 1209 | 538 | 538 | Routine | Satisfactory 28 MAR 94 | <i>[Signature]</i> |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

3. REMARKS

Director
 UME@AL
 ATTN: AERAS-LO
 APO: NY, 09028

LAST OIL CHANGE: 1199

Reverse of DA Form 2408-20

| | | | | | | | |
|--------------------------------------|-------------|--------------|-----------------|----------------------|---------------------|---|------------------|
| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | | 3. COMPONENT | |
| a. NOMENCLATURE <i>HELICOPTER</i> | | | | <i>25 HR</i> | | a. NOMENCLATURE AND TYPE <i>INTERMEDIATE 4/B</i> | |
| b. MODEL <i>UH60A</i> | | | | | | b. SERIAL NUMBER <i>HOUS-01520</i> | |
| c. SERIAL NUMBER <i>8726000</i> | | | | | | c. TIME SINCE NEW OH OVERHAUL <i>NEW</i> | |
| 4. DATE SAMPLE SUBMITTED | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. RESULTS RECEIVED | |
| | a. END ITEM | b. COMPONENT | c. LAST OIL CHG | | | a. DATE | b. SIGNATURE/PID |
| <i>12 Oct 93</i> | <i>1062</i> | <i>1062</i> | <i>1062</i> | <i>ROUTINE</i> | <i>SATISFACTORY</i> | <i>13 NOV 93</i> | <i>Pat</i> |
| <i>31 Oct 93</i> | <i>1088</i> | <i>1088</i> | <i>1088</i> | <i>ROUTINE</i> | <i>Satisfactory</i> | <i>2 Dec 93</i> | <i>Pat</i> |
| <i>12 NOV 93</i> | <i>1114</i> | <i>1114</i> | <i>1114</i> | <i>Routine</i> | <i>Satisfactory</i> | <i>15 Dec 93</i> | <i>Pat</i> |
| <i>27 NOV 93</i> | <i>1139</i> | <i>1139</i> | <i>1139</i> | <i>Routine</i> | <i>Satisfactory</i> | <i>29 Dec 93</i> | <i>Pat</i> |
| <i>8 DEC 93</i> | <i>1162</i> | <i>1162</i> | <i>1162</i> | <i>Routine</i> | <i>SATISFACTORY</i> | <i>25 JAN 94</i> | <i>Pat</i> |
| <i>3 Feb 94</i> | <i>1187</i> | <i>1187</i> | <i>1187</i> | <i>ROUTINE</i> | <i>SATISFACTORY</i> | <i>1 MAR 94</i> | <i>Pat</i> |
| <i>3 MAR 94</i> | <i>1209</i> | <i>1209</i> | <i>1209</i> | <i>ROUTINE</i> | <i>SATISFACTORY</i> | <i>28 MAR 94</i> | <i>Pat</i> |
| <i>4 APR 94</i> | <i>1232</i> | <i>1232</i> | <i>1232</i> | <i>Routine</i> | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751. The proponent agency is DCSLOG

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | |
|------------------|---------------|----------------|----------------------|----------------------|--------------------------|-------------------------------|
| a. NOMENCLATURE | | | | 25 HRS | a. NOMENCLATURE AND TYPE | |
| b. MAKE OR TYPE | | | | | INTERMEDIATE G/B | |
| c. SERIAL NUMBER | | | | | b. SERIAL NUMBER | |
| 87-26000 | | | | A005-01520 | | c. TIME SINCE NEW OR OVERHAUL |
| NEW | | | | | | |
| 4. DATE | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. SIGNATURE |
| | END ITEM a | COMPONENT b | LAST OIL CHANGE c | | | |
| 28 DEC 90 | 549 | 549 | 549 | ROUTINE | NORMAL | JJ |
| 11 FEB 91 | 549 | 549 | 549 | ROUTINE | REWORKING | JJ |
| 16 FEB 91 | 549 | 549 | 549 | ROUTINE | NORMAL | |
| 6 MAR 91 | 627 | 627 | 627 | ROUTINE | NORMAL | |
| 19 MAR 91 | 650 | 650 | 650 | ROUTINE | NORMAL | |
| 24 MAR 91 | 675 | 675 | 675 | ROUTINE | NORMAL | |
| 25 MAR 91 | 700 | 700 | 700 | ROUTINE | NORMAL | |
| 26 MAY 92 | 725 | 725 | 725 | ROUTINE | SATISFACTION | |
| 28 MAY 92 | 748 | 748 | 748 | ROUTINE | SAT | |
| 30 JUL 92 | 773 | 773 | 773 | ROUTINE | NORMAL | |

DA FORM MAY 81 2408-20

OIL ANALYSIS LOG

| 1. END ITEM | | | | 2. SAMPLE FREQUENCY | 3. COMPONENT | | | |
|-------------------------------|-------------|--------------|-----------------|----------------------|--|---------------------|-------------------------|--|
| a. NOMENCLATURE Helicopter | | | | 25 hrs | a. NOMENCLATURE AND TYPE Main Transmission Module | | | |
| b. MODEL UH-60A | | | | | b. SERIAL NUMBER A265-00745E | | | |
| c. SERIAL NUMBER 8726000 | | | | | c. TIME SINCE NEW OR OVERHAUL 1000 | | | |
| 4. DATE SAMPLE SUBMITTED | 5. HOURS | | | 6. REASON FOR SAMPLE | 7. RESULTS | 8. RESULTS RECEIVED | | |
| | a. END ITEM | b. COMPONENT | c. LAST OIL CHG | | | a. DATE | b. SIGNATURE/ID | |
| 5 APR 93 | 915 | 1000 | 1000 | BASISLINE ROUTINE | Normal | 26/4/93 | E. BURN ^{STIR} | |
| 1 JUL 93 | 942 | 1027 | 1027 | Routine | SAT | 15 AUG 93 | E. BURN | |
| 19 AUG 93 | 987 | 1072 | 1072 | Routine | SATISFACTORY | 31 AUG 93 | 200 | |
| 3 SEP 93 | 1015 | 1100 | 1100 | Routine | SATISFACTORY | 19 OCT 93 | 200 | |
| 12 SEPT 93 | 1039 | 1124 | 1124 | ROUTINE | SATISFACTORY | 12 OCT 93 | 200 | |
| 12 OCT 93 | 1062 | 1147 | 1147 | ROUTINE | SATISFACTORY | 13 NOV 93 | Platts | |
| 31 OCT 93 | 1088 | 1173 | 1173 | ROUTINE | Satisfactory | 2 DEC 93 | Platts | |
| 12 NOV 93 | 1114 | 1199 | 1199 | Routine | Satisfactory | 15 DEC 93 | Platts | |
| 27 NOV 93 | 1139 | 1224 | 1224 | Routine | Satisfactory | 29 Dec 93 | W. H. Rouse | |
| 8 DEC 93 | 1162 | 1247 | 1247 | Routine | SATISFACTORY | 25 JAN 94 | W. H. Rouse | |
| 3 Feb 94 | 1187 | 1272 | 1272 | Routine | SATISFACTORY | 1 MAR 94 | W. H. Rouse | |
| 3 MAR 94 | 1209 | 1294 | 1294 | Routine | SATISFACTORY | 28 MAR 94 | Platts | |

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

REVERSE OF DA FORM 2408-20, DEC 91

15

| 1. AREA | | 2. SERIAL NUMBER | | 3. AIRCRAFT TYPE | | 4. PAGE NO. | | NO. OF PAGES | | | | | | | |
|----------|---|------------------|------------------|------------------|---|-------------|---|--------------|---|---|---|----|----|----|----------------------|
| COCKPIT | | 87-26000 | | UH-60A | | 2 | | 6 | | | | | | | |
| ITEM NO. | NOMENCLATURE | QTY REQD | EQUIPMENT CHECKS | | | | | | | | | | | | LOCATION OR REMARKS |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| 7 | Receiver/Transmitter - RT-1300/ARC-186(V) | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Pilot's Seat Well |
| 8 | UHF-FM Radio Set - RT-1167C/ARC-164 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Center Console |
| 9 | Interphone Control - C-6533/ARC | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LH Center Console |
| 10 | Interphone Control - C-6533/ARC | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Center Console |
| 11 | Receiver/Transmitter - RT-1115B/APN-209 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | LH Side Instr. Panel |
| 12 | Indicator Altimeter - ID-1917A/APN-209 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RH Side Instr. Panel |

| VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY. | | | |
|---|----------------------------------|---------------------------------|---------------------------------------|
| (1) SIKORSKY AIRCRAFT 812 | (4) <i>[Signature]</i> 25 MAR 88 | (7) <i>[Signature]</i> 5 MAR 91 | (10) <i>[Signature]</i> F-6 BACV? |
| (2) R. J. J. 14 JAN 1988 | (5) <i>[Signature]</i> 25 MAY 89 | (8) <i>[Signature]</i> 5 MAR 92 | (11) <i>[Signature]</i> 1-1 21 MAR 93 |
| (3) <i>[Signature]</i> 14 JAN 1988 | (6) <i>[Signature]</i> 14 MAR 90 | (9) <i>[Signature]</i> | (12) <i>[Signature]</i> |

DA FORM 2408-17, 1 APR 87

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Historical records from 87-26000

which is kept in my records system.

2 May 94
Date

Laura A. Ellis
Signature

Evidence Custodian, Incirlik Air Base, Turkey

AIRCRAFT INVENTORY RECORD (FM 38-750)

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

H-2e

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

| | | | | | |
|---|--------------------------------|----------------------------|--|----------------|-----------------------------|
| 1. DATE 16/12/14 | 2. CREW CHIEF TSC C. CALETT | 3. ORGANIZATION 552 ACW | 4. LOCATION TEULCEB | 5. MDS E-33 | 6. SERIAL NUMBER 77-0351 |
| 7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH | | | 8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT | | |

| TYPE | ACCOMPLISHED BY | COMPLETED | | FLT NO | TYPE | ACCOMPLISHED BY | COMPLETED | |
|------|--------------------|-----------|-------|--------|------|-------------------|-----------|-------|
| | | DATE | TIME | | | | DATE | TIME |
| PR | PE DALLA ALC 13741 | 16/12/14 | 10:40 | 1 | BPO | R. Harris RA 0150 | 17/02/14 | 23:50 |
| PR | 2DE B. H. H. 10431 | 16/12/14 | 10:40 | 2 | | | / | / |
| PR | (comp) SGT 17126 | 16/02/14 | 10:40 | 3 | | | / | / |
| | | / | / | 4 | | | / | / |
| | | / | / | 5 | | | / | / |
| | | / | / | 6 | | | / | / |
| | | / | / | 7 | | | / | / |
| | | / | / | 8 | | | / | / |
| | | / | / | 9 | | | / | / |
| | | / | / | 10 | | | / | / |

| | | | | | | | | |
|--|--------------|--------|------------------------------------|---------------------------|--------------|---|-------------------|--------------------------|
| 9. STATUS DATA | | | | 10. FLIGHT CONDITION DATA | | | | |
| SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS | STATUS TODAY | BOX NO | EXCEPTIONAL RELEASE (Enter Box No) | FLT NO | COND APT FLT | PILOT'S SIGNATURE (Enter After Each Flight) | OVER TEMP ENCTR'D | AUT ENG OR APU OPERATION |
| | X | 11 | 2 | 1 | 8 | S. Harris | | |
| | X | 12 | | 2 | | | | |
| | X | 13 | | 3 | | | | |
| | | 14 | | 4 | | | | |
| | | 15 | | 5 | | | | |
| | | 16 | | 6 | | | | |
| | | 17 | | 7 | | | | |
| | | 18 | | 8 | | | | |
| | | 19 | | 9 | | | | |
| | | 20 | | 10 | | | | |

| | | | | | | | | | |
|----------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|-------------|
| 11. MUNITIONS/ GUNS STATUS | STATUS TODAY | LEN | LEN | LEN | LEN | LEN | LEN | LEN | TOTAL TODAY |
| | PI | PI | PI | PI | PI | PI | PI | PI | |

| | | | |
|-------------------|--------------|----------------------|--------------------------------|
| 12. AIRFRAME TIME | 13. LANDINGS | 14. CARTRIDGE STARTS | 15. ENGINE CYCLE DOCUMENTATION |
| PREVIOUS | FULL STOP | NO | NO |
| 13154.3 | 1754 | 393 | |
| 1 | 5.1 | 1 | 1 |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| TOTAL | 13161.4 | 1755 | 393 |

PREVIOUS EDITION IS OBSOLETE

AFTO FORM 781H, SEP 90

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE DOCUMENT

| | | |
|--|--|--|
| <p>CERTIFICATE <i>Redundant</i></p> <p>I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.</p> <p><i>W. Harris</i></p> <p>12 May 94</p> <p>Date</p> | | <p>WILLIAM L. HARRIS, Capt, USAF, MSC</p> <p>Evidence Custodian, Incirlik Air Base, Turkey</p> |
|--|--|--|

| 16. SERVICING DATA | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|----------------------------------|-----------|----------------|--|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|-----|----|-----|----|-------------------|----------|-------|
| SERIAL NUMBER | FUEL (Pounds, Gallons or Liters) | | | OIL (Wett-Finer, Pints, Quarts, Gallons or Liters) | | | | | | | | | | | | | | | | OXY PRESS OIL QTY | NITROGEN | WATER |
| | OCTANE OR GRADE | QTY SRVCD | TOTAL IN TANKS | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | | | |
| | | | | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | | | |
| 1 | JP-4 | ⊖ | 120.00 | ⊖ | 2.7 | ⊖ | 2.7 | ⊖ | 2.7 | ⊖ | 2.7 | | | | | | | | 74 | | | |
| 2 | JP-4 | 7600 | 120.00 | 0 | 2.7 | 1 | 2.7 | 0 | 2.7 | 1 | 2.7 | | | | | | | | 70 | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | | |

| 17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished) | | | | | | | | | | | | | | |
|--|----|--------------------|------|----------|----|----|--|------|-----|----|----|--|------|-----|
| 1 | BY | <i>D. J. Hall</i> | DATE | 16/02/14 | 7 | BY | | DATE | / / | 13 | BY | | DATE | / / |
| | AT | MILITARY AER. ENG. | | | | AT | | | | | AT | | | |
| 2 | BY | <i>R. J. Hall</i> | DATE | 17/02/14 | 8 | BY | | DATE | / / | 14 | BY | | DATE | / / |
| | AT | AER. ENG. | | | | AT | | | | | AT | | | |
| 3 | BY | | DATE | / / | 9 | BY | | DATE | / / | 15 | BY | | DATE | / / |
| | AT | | | | | AT | | | | | AT | | | |
| 4 | BY | | DATE | / / | 10 | BY | | DATE | / / | 16 | BY | | DATE | / / |
| | AT | | | | | AT | | | | | AT | | | |
| 5 | BY | | DATE | / / | 11 | BY | | DATE | / / | 17 | BY | | DATE | / / |
| | AT | | | | | AT | | | | | AT | | | |
| 6 | BY | | DATE | / / | 12 | BY | | DATE | / / | 18 | BY | | DATE | / / |
| | AT | | | | | AT | | | | | AT | | | |

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

| | | | | | | | |
|---|-----------------------|--------------------------|----------------|--------------------------|-----------------------|-------------------|---------------------------------|
| DATE FROM 13/04/4 | TO / / | CREW CHIEF C. Catlett | ORGN Tst | LOCATION 552 ACW | MOS Tinker, AF BOK | SERIAL NO E-3B | 77-0351 |
| SYM / | DATE DISCO 12/04/4 | WDC D | ICN 1022067 | DOC NO | CI TO 781A / / | DATED / / | TRANSFERRED TO 781A DATE / / |
| DISCREPANCY IFF system interfaces with AIMS transponder. AIMS constantly interrogated on all modes | | | | CORRECTIVE ACTION | | | |
| CORRECTED/TRANSFERRED BY | | | | GRADE | EMPLOYEE NO | | |
| DISCOVERED BY A. Charbonneau | | | | GRADE Sgt | EMPLOYEE NO OPS | | |
| SYM / | DATE DISCO 12/04/4 | WDC D | ICN 1022066 | DOC NO 3636MM41020044 | CI TO 781A / / | DATED / / | TRANSFERRED TO 781A DATE / / |
| DISCREPANCY HF #2 has bad PP-4992, confirmed by swap. | | | | CORRECTIVE ACTION | | | |
| CORRECTED/TRANSFERRED BY | | | | GRADE | EMPLOYEE NO | | |
| DISCOVERED BY J. Flemming | | | | GRADE SrA | EMPLOYEE NO OPS | | |
| SYM / | DATE DISCO 26/03/4 | WDC D | ICN 0842069 | DOC NO | CI TO 781A / / | DATED / / | TRANSFERRED TO 781A DATE / / |
| DISCREPANCY St 10 monitor has bad HVPS. Picture fades + looses focus. | | | | CORRECTIVE ACTION | | | |
| CORRECTED/TRANSFERRED BY | | | | GRADE | EMPLOYEE NO | | |
| DISCOVERED BY J. Veach | | | | GRADE AIC | EMPLOYEE NO 17136 | | |
| CORRECTED/TRANSFERRED BY | | | | GRADE | EMPLOYEE NO | | |
| DISCOVERED BY | | | | GRADE | EMPLOYEE NO | | |

CERTIFICATE *Redund*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

| | | | | | | | | |
|--|-----------|------------|---------|---------------|---------------------------|------------|--------------------------|----------------|
| DATE FROM | TO | CREW CHIEF | ORGN | LOCATION | MDS | SERIAL NO. | | |
| 13/04/4 | 1/1 | C. Catlett | 552 ACW | Tinker AFB OK | F-3B | 77-0351 | | |
| SYM | DATE DISC | WDC | JCN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| M | 12/04/4 | D | | | | 11 | 11 | 14/04/4 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| Info Note: Aux Rotodome drive and #1 FAC Fan used last flight. | | | | | Noted | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | GRADE | EMPLOYEE NO. | |
| R. Marek | | | | | C. Madsen | MSGT | 15853 | |
| GRADE | | | | | INSPECTED BY | GRADE | EMPLOYEE NO. | |
| MSGT 15853 | | | | | | | | |
| SYM | DATE DISC | WDC | JCN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| X | 12/04/4 | F | 1022060 | | | 11 | 11 | 13/04/4 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| All engine intakes + Exhausts require FOD msp prior to flight. | | | | | INSP CW NO AFC15 noted | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | GRADE | EMPLOYEE NO. | |
| R. Marek | | | | | | | | |
| GRADE | | | | | INSPECTED BY | GRADE | EMPLOYEE NO. | |
| MSGT 15853 | | | | | | | | |
| SYM | DATE DISC | WDC | JCN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| M | 13/04/4 | D | | | | 11 | 11 | 14/04/4 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| Info Note: Aircraft cocked-on IAW Dash-7 | | | | | Noted | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | GRADE | EMPLOYEE NO. | |
| A. H. H. H. | | | | | | | | |
| GRADE | | | | | INSPECTED BY | GRADE | EMPLOYEE NO. | |
| COT | | | | | | | | |

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

William L. Harris, Capt USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

| | | | | | | | | | | | | | |
|--|----------------------|-------------|----------------|------------|--|--------------------------|----------------|--------------------------------------|-------------------------|--------------|--|------------|--|
| DATE FROM 1 / 1 | | TO 1 / 1 | | CREW CHIEF | | ORGN | | LOCATION | | MOS | | SERIAL NO. | |
| SYM | DATE DISC 14/64/4 | WDC D | JCN | DOC NO. | | CF TO 781A | DATED 1 / 1 | TRANSFERRED TO 781X DATE 1 / 1 | DATE CORRECTED 1 / 1 | | | | |
| DISCREPANCY Info - note: Utility Rotodome arrive and #2 FAC FAN used last flight | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY | | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | | | | |
| SYM | DATE DISC 14/64/4 | WDC D | JCN 1042066 | DOC NO. | | CF TO 781A | DATED 1 / 1 | TRANSFERRED TO 781X DATE 1 / 1 | DATE CORRECTED 1 / 1 | | | | |
| DISCREPANCY #2 Eng throttle 1 1/2 Knob. Att of other throttles on takeoff and climbant. #2 throttle was Att of other throttles during all phases of flight. While RTB throttle was slightly fwd of others | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY | | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | | | | |
| SYM | DATE DISC 14/64/4 | WDC D | JCN 1042065 | DOC NO. | | CF TO 781A | DATED 1 / 1 | TRANSFERRED TO 781X DATE 1 / 1 | DATE CORRECTED 1 / 1 | | | | |
| DISCREPANCY #2 Eng throttle (Throttle friction weak) Stalled momentarily when descending from 32,0 to 25,0. Stalled a second time when Fuel Flow was pulled back to 2000lbs per hour (FEPR + FF Bottomed out at each stall) | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY | | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | | | | |

| | | | | | | | | | | | | | |
|--|-----------------------|-----------|----------------|------------|--|-------------------|---------------------|---------------------------------|-----------------------|-------------|-------|---------------------|--|
| DATE FROM 13/04/4 | | TO 1/1 | | CREW CHIEF | | ORGN | | LOCATION | | MOS E-35 | | SERIAL NO A-0351 | |
| SYM | DATE DISCO 14/04/4 | WDC D | JCN 1042067 | DOC NO. | | CF TO 781A | DATED 1/1 | TRANSFERRED TO 781A DATE 1/1 | DATE CORRECTED 1/1 | | | | |
| DISCREPANCY HAVE SIREN#2 HAD A SOFT BITE FAILURE ON CLIMBOUT.3 DESCENT. | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY [REDACTED] | | | | | | GRADE | EMPLOYEE NO. OPS | | INSPECTED BY | | GRADE | EMPLOYEE NO. | |
| SYM | DATE DISCO 14/04/4 | WDC D | JCN 1042068 | DOC NO. | | CF TO 781A | DATED 1/1 | TRANSFERRED TO 781A DATE 1/1 | DATE CORRECTED 1/1 | | | | |
| DISCREPANCY NAVS ASS PANEL HAS INTERMITTENT VERY LOUD VOLUME SURGES ON ALL RADIOS AND MISSION NET. | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY [REDACTED] | | | | | | GRADE | EMPLOYEE NO. OPS | | INSPECTED BY | | GRADE | EMPLOYEE NO. | |
| SYM | DATE DISCO 14/04/4 | WDC F | JCN 1042060 | DOC NO. | | CF TO 781A | DATED 1/1 | TRANSFERRED TO 781A DATE 1/1 | DATE CORRECTED 1/1 | | | | |
| DISCREPANCY Aircraft and 781 Series Forms impounded per Col Berringer, 39th LG. Troubleshooting, repair, and/or inspection actions of any nature are prohibited without approval of impoundment officer. Capt Gary Zimmerman, Sgt Binder is authorized to remove #2 Aux Relay for Acft 0001. Tape wires | | | | | | CORRECTIVE ACTION | | | | | | | |
| DISCOVERED BY ↓ | | | | | | GRADE ↓ | EMPLOYEE NO. ↓ | | INSPECTED BY | | GRADE | EMPLOYEE NO. | |

| | | | | | | | | |
|--|----------------------|------------|----------------|----------|--------------------------|----------------------|-----------------------------------|-----------------------|
| DATE FROM 12/04/4 | TO 1/1 | CREW CHIEF | DRUN | LOCATION | MOD E-3B | SERIAL NO 77-0351 | | |
| SYM | DATE DISC 14/04/4 | WDC F | JCN 1042060 | DOC NO | CF TO 781A P 1 | DATED // | TRANSFERRED TO 781A DATE // | DATE CORRECTED / / |
| DISCREPANCY FUEL STEMS PREFLIGHT--- | | | | | CORRECTIVE ACTION | | | |
| inspect IFR system. | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | TOOL FOD CHECK, C/W () | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| SYM | DATE DISC 14/04/4 | WDC F | JCN 1042060 | DOC NO | CF TO 781A P 1 | DATED // | TRANSFERRED TO 781A DATE // | DATE CORRECTED / / |
| DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS | | | | | CORRECTIVE ACTION | | | |
| REQUIRE FOD INSP AFTER FLIGHT. | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| SYM | DATE DISC 14/04/4 | WDC F | JCN 1042060 | DOC NO | CF TO 781A P 1 | DATED // | TRANSFERRED TO 781A DATE // | DATE CORRECTED / / |
| DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS | | | | | CORRECTIVE ACTION | | | |
| REQUIRE FOD INSP PRIOR TO FLIGHT. | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| GRADE | | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |

| | | | | | | | | | | | | | |
|------------------------------|--|----------------------|--|----------------|--|--------------------|--|-------------------|--|--------------------------|--|-------------------------------------|--|
| DATE DISC 11/1 | | TO 11/1 | | SQUAD CHIEF | | C/M | | LOCATION | | MUS | | STATION Q-05 | |
| SYM 14/04/4 | | DATE DISC F | | JCN 1042060 | | DOC NO. | | CF TO 781A P 1 | | DATED 11/1 | | TRANSFERRED TO 781A DATE 11/1 | |
| DATE CORRECTED 11/1 | | DISCREPANCY | | | | | | | | | | | |
| CORRECTIVE ACTION | | | | | | | | | | | | | |
| GAC PREFLIGHT--- | | | | | | | | | | | | | |
| vacuum acft and flight deck | | | | | | | | | | | | | |
| TOOL/FOD CHECK C/W () | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | GRADE | | | |
| SYM 14/04/4 | | DATE DISC F | | JCN 1042060 | | DOC NO. | | CF TO 781A P 1 | | DATED 11/1 | | TRANSFERRED TO 781A DATE 11/1 | |
| DATE CORRECTED 11/1 | | DISCREPANCY | | | | | | | | | | | |
| COMM/NAV PREFLIGHT --- clean | | | | | | | | | | | | | |
| refrigerator,ovens and head | | | | | | | | | | | | | |
| remove trash from under head | | | | | | | | | | | | | |
| sink. | | | | | | | | | | | | | |
| TOOL FOD CHECK C/W () | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | GRADE | | | |
| SYM 5 | | DATE DISC 14/04/4 | | JCN F | | DOC NO. 1042060 | | CF TO 781A P 1 | | DATED 11/1 | | TRANSFERRED TO 781A DATE 11/1 | |
| DATE CORRECTED 14/04/4 | | DISCREPANCY | | | | | | | | | | | |
| RADAR PREFLIGHT--- take out | | | | | | | | | | | | | |
| trash and clean interior | | | | | | | | | | | | | |
| walls | | | | | | | | | | | | | |
| TOOL FOD CHECK C/W (781A) | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | | |
| INSPECTED BY | | | | | | GRADE | | EMPLOYEE NO. | | GRADE | | | |

| | | | | | | | | | |
|------------------------------------|-----------|-----|---------|--------|--------------------------|---------|--------------------------|----------------|--|
| 1304/14 | | 1/1 | | F-38 | | 7710351 | | 7 of 7 | |
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| F | 14/04/14 | F | 1042060 | | | 11 | 11 | 14/04/14 | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | |
| HYDRO PREFLIGHT --- check all | | | | | Preflight CW | | | | |
| hydraulic filters, accumulators, | | | | | | | | | |
| leading edge flap/slat actuators, | | | | | | | | | |
| hyd quantity, and wipe struts for | | | | | | | | | |
| refuel. | | | | | | | | | |
| TOOL/FOD CHECK C/W (WOL) | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO | |
| GRADE | | | | | INSPECTED BY | | GRADE | EMPLOYEE NO | |
| EMPLOYEE NO | | | | | 977 Empire | | SEA | 10747 | |
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| | 14/04/14 | F | 1042060 | | | 11 | 11 | 1/1 | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | |
| ENGINES PREFLIGHT --- check | | | | | | | | | |
| engines APII and IDG oil levels | | | | | | | | | |
| (take OAPS when applicable) and | | | | | | | | | |
| wipe engine cowlings. | | | | | | | | | |
| TOOL/FOD CHECK C/W () | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO | |
| GRADE | | | | | INSPECTED BY | | GRADE | EMPLOYEE NO | |
| EMPLOYEE NO | | | | | | | | | |
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| | 14/04/14 | F | 1042060 | | | 11 | 11 | 1/1 | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | |
| COMPUTERS PREFLIGHT --- check | | | | | | | | | |
| and set up all seats and lap belts | | | | | | | | | |
| clean ashtrays, take trash from | | | | | | | | | |
| flight deck, and make bunks. | | | | | | | | | |
| TOOL/FOD CHECK C/W () | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO | |
| GRADE | | | | | INSPECTED BY | | GRADE | EMPLOYEE NO | |
| EMPLOYEE NO | | | | | | | | | |

| | | | | | | | |
|------------------------------------|-----|---------|---------|--------------------------|-------|--------------------------|----------------|
| DATE DISCD | WDC | ICN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| 14/04/4 | F | 1042060 | | | / / | / / | / / |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | |
| A/R PREFLIGHT--- | | | | | | | |
| inspect and clean flight deck | | | | | | | |
| windows. | | | | | | | |
| | | | | TOOL/FOD CHECK C/W () | | | |
| DISCOVERED BY | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| EMPLOYEE NO. | | | | INSPECTED BY | | GRADE | EMPLOYEE NO. |
| DATE DISCD | WDC | ICN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| 14/04/4 | F | 1042060 | | | / / | / / | 14/04/4 |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | |
| ECS PREFLIGHT --- check EGW | | | | Preflight CW | | | |
| quantity, nitrogen bottle pressure | | | | | | | |
| and refrigerator status. | | | | | | | |
| | | | | TOOL/FOD CHECK C/W (M4) | | | |
| DISCOVERED BY | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| EMPLOYEE NO. | | | | INSPECTED BY | | GRADE | EMPLOYEE NO. |
| DATE DISCD | WDC | ICN | DOC NO. | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED |
| 14/04/4 | F | 1042060 | | | / / | / / | 14/4/4 |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | |
| ELECTRICS PREFLIGHT --- check | | | | preflight CW | | | |
| all lights (internal, external, | | | | | | | |
| and panel) and battery systems. | | | | | | | |
| | | | | TOOL/FOD CHECK C/W (M4) | | | |
| DISCOVERED BY | | | | CORRECTED/TRANSFERRED BY | | GRADE | EMPLOYEE NO. |
| GRADE | | | | EMPLOYEE NO. | | INSPECTED BY | GRADE |
| EMPLOYEE NO. | | | | INSPECTED BY | | GRADE | EMPLOYEE NO. |

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

[illegible]

URGENT AC

AND OUTSTANDING ROUTINE ACTION TC TO'S AND D

3 DISCREP ES

| SYM | JOB CONTROL NUMBER | TC TO NUMBER AND PUBLICATION DATE OR DISCREPANCY | DOCUMENT NUMBER | SYS | WHEN DISC OR ENTERED | | | | TRANSFERRED BY OR COMP VERIFIED BY (SIGNATURE) |
|-----|--------------------|---|---|-----|----------------------|-----------|------|------------------|--|
| | | | | | DATE | ACFT TIME | CODE | DATE CW OR TRANS | |
| ✓ | 1150054 | TCT 29 Failed Causes XMTA CMA FLBS | PSOU J357mm3045000A | 81 | 04/10/12 | 13084.4 | F | 1 1 1 | |
| ✓ | 3092220 | LEAK IN TWO FAC MANIFOLD FOR Cymt Rock Eil and peripheral 11" where cable Assy goes through Aft part | A.D.M. | 41 | 04/11/12 | 13084.4 | K | 1 1 1 | |
| ✓ | 3170260 | Ant in Interface status TD (ears "x" to "x" constantly) Received COS A7 | Aviation BR 11 Failure (SYSTEM FAILURE) | 82 | 12/11/12 | 13084.4 | D | 1 1 1 | |
| ✓ | 0342200 | Prod HWS ST 10. Picture loses focus + fades Do not put up ST 10. | ATY | 82 | 08/05/14 | 13084.4 | D | 1 1 1 | 120444 AIC 17136 |
| ✓ | 080419 | On Fm EPIC tone 1200 w/10 Sound on 4 tone Do not put up | VAFM RTI J357mm3045000A | 02 | 11/03/14 | 1322.6 | D | 1 1 1 | 2810314 170-5507 0000 |
| ✓ | 0340000 | H-V Cable w 0972 2x 10000 | H.V. Cable J357mm3045000A | 07 | 26/03/14 | 1322.6 | F | 1 1 1 | 510414 See note |
| ✓ | 0662069 | RT 15 AND | RT J357mm3045000A | 09 | 26/03/14 | 1322.6 | D | 1 1 1 | |
| ✓ | 0942069 | GS APIIC watchdog timer w/10 ACCEPT counter 3. | ATY | 09 | 26/03/14 | 1322.6 | D | 1 1 1 | |

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 701X

SIGNATURE

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

| DATE FROM | | TO | | CREW CHIEF | ORGN | LOCATION | MDS | SERIAL NO | |
|---|------------|---------|---------|------------------------------|-------------------|----------------------|--|----------------|----------------------|
| 11/03/4 | | 26/03/4 | | C. Carlett TSgt | 552 AKW | Tinctor AFB, CA | E-38 | 77-0351 | |
| SYM | DATE DISCO | WDC | ICN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| / | 12/01/4 | D | 0120148 | VHF FM R/T J257mm40120104 | P | 11 | 26/03/4 | / / | |
| DISCREPANCY VHF FM spire tune light w/N come on & Radio Does not tune | | | | | CORRECTIVE ACTION | | | | |
| DISCOVERED BY <i>JCL</i> | | | | | GRADE SSgt | EMPLOYEE NO 05095 | CORRECTED/TRANSFERRED BY <i>P. Harris</i> | GRADE SRA | EMPLOYEE NO 01190 |
| INSPECTED BY | | | | | | | | | |
| SYM | DATE DISCO | WDC | ICN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| / | 03/02/4 | F | 0340280 | H.V. cable J257mm40350019 | P | 11 | 26/03/4 | / / | |
| DISCREPANCY H.V. Cable W2892 Is loose | | | | | CORRECTIVE ACTION | | | | |
| DISCOVERED BY <i>JCL</i> | | | | | GRADE SSgt | EMPLOYEE NO 05095 | CORRECTED/TRANSFERRED BY <i>P. Harris</i> | GRADE SRA | EMPLOYEE NO 01190 |
| INSPECTED BY | | | | | | | | | |
| SYM | DATE DISCO | WDC | ICN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| / | 07/03/4 | D | 0662069 | FT J257mm40660063 | P | 11 | 26/03/4 | / / | |
| DISCREPANCY RT 15 Bad Confirmed by Swap | | | | | CORRECTIVE ACTION | | | | |
| DISCOVERED BY <i>JCL</i> | | | | | GRADE SSgt | EMPLOYEE NO 05095 | CORRECTED/TRANSFERRED BY <i>P. Harris</i> | GRADE SRA | EMPLOYEE NO 01190 |
| INSPECTED BY | | | | | | | | | |
| SYM | DATE DISCO | WDC | ICN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | |
| / | 07/03/4 | D | 0662069 | FT J257mm40660063 | P | 11 | 26/03/4 | / / | |
| DISCREPANCY RT 15 Bad Confirmed by Swap | | | | | CORRECTIVE ACTION | | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

William L. Harris
Date *12 May 94*

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

| | | | | | | | | | | | | | |
|---|-----------------------|---------------|----------------|--------------|----------------------|---|--|-------------|-------------------------------------|---------------------------|----------------------|-----------------------|--|
| DATE FROM 17/03/4 | | TO 26/03/4 | | CREW CHIEF | | ORGN | | LOCATION | | WDS E-3B | | SERIAL NO 77-00571 | |
| SYM A | DATE DISCO 12/03/4 | WDC F | ICN 0710033 | DOC NO | | CI TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 12/03/4 | | | |
| DISCREPANCY CANN Power Feeder Cables To AC M0001 | | | | | | CORRECTIVE ACTION Installed New Power Feeder Cables OP CHECK GOOD IAW T.O. | | | | | | | |
| EPE Per 552 ACWR 46-42 | | | | | | IE-3A-432-93-1 | | | | | | | |
| T.O. IE-3A-432-93-1 Para 8-41 Steps 28, 32 | | | | | | | | | | | | | |
| Imaldridge 00230 SGT | | | | | | Tool FOD CK CW (ma) | | | | | | | |
| DISCOVERED BY Imaldridge | | | | GRADE SGT | EMPLOYEE NO 00230 | CORRECTED/TRANSFERRED BY Imaldridge | | | | GRADE SGT | EMPLOYEE NO 00230 | | |
| | | | | | | INSPECTED BY | | | | GRADE | EMPLOYEE NO | | |
| SYM Z | DATE DISCO 22/03/4 | WDC D | ICN 08/2066 | DOC NO | | CI TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 22/03/4 | | | |
| DISCREPANCY T.O. + 5 | | | | | | CORRECTIVE ACTION COULD NOT DUPLICATE | | | | | | | |
| SAT COM SYS #1 SIM | | | | | | MALFUNCTION OP CK GOOD | | | | | | | |
| bad - fault flag, no-go and no RX - TX good | | | | | | IAW T.O. IE-3A-2-23-2 | | | | | | | |
| FACD 63C | | | | | | | | | | | | | |
| | | | | | | Tool FOD CK CW (CWS) | | | | | | | |
| DISCOVERED BY A. Jones | | | | GRADE AIC | EMPLOYEE NO 005 | CORRECTED/TRANSFERRED BY C. Smith | | | | GRADE SSGT | EMPLOYEE NO 00095 | | |
| | | | | | | INSPECTED BY | | | | GRADE | EMPLOYEE NO | | |
| SYM Z | DATE DISCO 25/03/4 | WDC D | ICN 0842668 | DOC NO | | CI TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 26/03/4 | DATE CORRECTED 11 | | | |
| DISCREPANCY T.O. + 3.25 | | | | | | CORRECTIVE ACTION | | | | | | | |
| ESS APIIC Watchdog timer | | | | | | | | | | | | | |
| W/N accept switches - PFC | | | | | | | | | | | | | |
| was declassified. | | | | | | | | | | | | | |
| 674 PAC | | | | | | | | | | | | | |
| DISCOVERED BY A. Jones | | | | GRADE AIC | EMPLOYEE NO 005 | CORRECTED/TRANSFERRED BY P. Jones | | | | GRADE SRA | EMPLOYEE NO 01196 | | |
| | | | | | | INSPECTED BY | | | | GRADE | EMPLOYEE NO | | |

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

LAYED DISCREPANCIES

OPEN ITEMS CARRIED FORWARDED TO NEW AFTO FORM 781N

SIGNATURE

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

H-3g

CERTIFICATE *Redmond*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

| DATE | FROM | TO | CREW CHIEF | ORGANIZATION | LOCATION | MDS | SERIAL NUMBER | | | | | | | | | | |
|--|---------------|-----------------------|-----------------|--------------|----------------|------------|---------------|-----------|-----------|------------|------------|------------|------------|------------|------------|-----------|--|
| | 0710913 | 2810314 | C. Catlett TSgt | 552 ACW | Tinkar-AFB, OK | E-3B | 77-0351 | | | | | | | | | | |
| AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION | | | | | | | | | | | | | | | | | |
| DATE | AIRFRAME TIME | 11454.0 OIL CHANGE | | OVER TEMP | | OIL CHANGE | | OVER TEMP | | OIL CHANGE | | OVER TEMP | | OIL CHANGE | | OVER TEMP | |
| | | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | |
| | | NO. 1 ENG | NO. 2 ENG | NO. 3 ENG | NO. 4 ENG | NO. 5 ENG | NO. 6 ENG | NO. 7 ENG | NO. 8 ENG | NO. 9 ENG | NO. 10 ENG | NO. 11 ENG | NO. 12 ENG | NO. 13 ENG | NO. 14 ENG | | |
| PREVIOUS | 13084.4 | 2365 | 3202 | 8122.4 | 1925 | 7511.9 | 3280 | 12006.3 | 4399 | 3151 | 4992 | | | | | | |
| 0810913 | 6.0 | 6.0 | 4 | 6.0 | 4 | 6.0 | 4 | 6.0 | 4 | | | | | | | | |
| TOTAL | 13090.4 | 2425 | 3198 | 8128.4 | 1929 | 7517.9 | 5288 | 12012.3 | 8463 | | | | | | | | |
| 1210114 | 6.1 | 6.1 | 1 | 6.1 | 1 | 6.1 | 1 | 6.1 | 1 | | | | | | | | |
| TOTAL | 13096.5 | 2486 | 3199 | 8135.5 | 1930 | 7524.0 | 5286 | 12018.4 | 8464 | | | | | | | | |
| 1310114 | | | | | | | | 11012.0 | 2772 | | | | | | | | |
| TOTAL | 13096.5 | 2486 | 3199 | 8135.5 | 1930 | 7524.0 | 5286 | 11012.0 | 2772 | | | | | | | | |
| 1410114 | 8.2 | 8.2 | 1 | 8.2 | 1 | 8.2 | 1 | 8.2 | 1 | | | | | | | | |
| TOTAL | 13104.7 | 2568 | 3200 | 8143.7 | 1931 | 7532.2 | 5287 | 11020.2 | 2773 | | | | | | | | |
| 2110114 | 8.7 | 8.7 | 2 | 8.7 | 2 | 8.7 | 2 | 8.7 | 2 | | | | | | | | |
| TOTAL | 13113.4 | 2719.5 | 3202 | 8152.4 | 1932 | 7540.9 | 5289 | 11028.9 | 2775 | | | | | | | | |
| 2610114 | 9.6 | 9.6 | 2 | 9.6 | 2 | 9.6 | 2 | 9.6 | 2 | | | | | | | | |
| TOTAL | 13123.0 | 2829.1 | 3204 | 8162.0 | 1934 | 7550.5 | 5291 | 11038.5 | 2777 | | | | | | | | |
| 2710114 | 10.5 | 10.5 | 1 | 10.5 | 1 | 10.5 | 1 | 10.5 | 1 | | | | | | | | |
| TOTAL | 13133.5 | 2939.6 | 3205 | 8172.5 | 1935 | 7561.0 | 5292 | 11049.0 | 2778 | | | | | | | | |
| 0110214 | 5.3 | 5.3 | 2 | 5.3 | 2 | 5.3 | 2 | 5.3 | 2 | | | | | | | | |
| TOTAL | 13138.8 | 2944.9 | 3207 | 8177.8 | 1937 | 7566.3 | 5294 | 11054.3 | 2780 | | | | | | | | |
| 0910214 | 7.7 | 7.7 | 4 | 7.7 | 4 | 7.7 | 4 | 7.7 | 4 | | | | | | | | |
| TOTAL | 13146.5 | 3026.6 | 3211 | 8185.5 | 1941 | 7574.0 | 5296 | 11062.0 | 2784 | | | | | | | | |
| 1510214 | 9.8 | 9.8 | 1 | 9.8 | 1 | 9.8 | 1 | 9.8 | 1 | | | | | | | | |
| TOTAL | 13156.3 | 3124.4 | 3212 | 8195.3 | 1942 | 7583.8 | 5297 | 11071.8 | 2785 | | | | | | | | |
| 1710214 | 5.1 | 5.1 | 1 | 5.1 | 1 | 5.1 | 1 | 5.1 | 1 | | | | | | | | |
| CARRIED FORWARD | 13161.4 | 3213 | 5213 | 8500.4 | 1943 | 7593.9 | 5299 | 11076.9 | 2786 | | | | | | | | |

AFTO FORM 781J
MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE - ENGINE - FLIGHT - DOCUMENT

CERTIFICATE Reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

| AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--------|-----------|------------|--|-----------|
| DATE | AIRFRAME TIME | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP | OIL CHANGE | | OVER TEMP |
| | | NO. 1 ENG | | | NO. 2 ENG | | | NO. 3 ENG | | | NO. 4 ENG | | | NO. 5 ENG | | | NO. 6 ENG | | | NO. 7 ENG | | | NO. 8 ENG | | | | | |
| | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | TIME | CYCLES | | | | |
| PREVIOUS | 13161.4 | 11767.5 | 3213 | | 8500.4 | 1943 | | 16653.9 | 5298 | | 11026.9 | 2786 | | | | | | | | | | | | | | | | |
| 19/12/14 | | 10.1 | 1 | | 10.1 | 1 | | 10.1 | 1 | | 10.1 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13171.5 | 11777.6 | 3214 | | 8510.5 | 1944 | | 16664.0 | 5299 | | 11037.0 | 2787 | | | | | | | | | | | | | | | | |
| 23/02/14 | 8.0 | 8.0 | 1 | | 8.0 | 1 | | 8.0 | 1 | | 8.0 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13179.5 | 11785.6 | 3215 | | 8518.5 | 1945 | | 16672.0 | 5300 | | 11045.0 | 2788 | | 3210 | | | | | | | | | | | | | | |
| 01/03/14 | 8.2 | 8.2 | 1 | | 8.2 | 1 | | 8.2 | 1 | | 8.2 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13187.7 | 11793.8 | 3216 | | 8526.7 | 1946 | | 16680.2 | 5301 | | 11103.2 | 2789 | | | | | | | | | | | | | | | | |
| 03/03/14 | 2.5 | 2.5 | 1 | | 2.5 | 1 | | 2.5 | 1 | | 2.5 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13190.2 | 11796.3 | 3217 | | 8529.2 | 1947 | | 16682.7 | 5302 | | 11105.7 | 2790 | | 3214 | | | | | | | | | | | | | | |
| 07/03/14 | 10.5 | 10.5 | 1 | | 10.5 | 1 | | 10.5 | 1 | | 10.5 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13200.7 | 11806.8 | 3218 | | 8539.7 | 1948 | | 16693.2 | 5303 | | 11116.2 | 2791 | | | | | | | | | | | | | | | | |
| 09/03/14 | 9.9 | 9.9 | 1 | | 9.9 | 1 | | 9.9 | 1 | | 9.9 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13210.6 | 11816.7 | 3219 | | 8549.6 | 1949 | | 16703.1 | 5304 | | 11126.1 | 2792 | | | | | | | | | | | | | | | | |
| 12/02/14 | 8.3 | 8.3 | 1 | | 8.3 | 1 | | 8.3 | 1 | | 8.3 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13218.9 | 11825.0 | 3220 | | 8557.9 | 1950 | | 16711.4 | 5305 | | 11134.4 | 2792 | | 3224 | | | | | | | | | | | | | | |
| 21/03/14 | | | | | 1900.0 | 9651 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 13218.9 | 11825.0 | 3220 | | 1900.0 | 9651 | | 16711.4 | 5305 | | 11134.4 | 2793 | | 3224 | | | | | | | | | | | | | | |
| 22/02/14 | 3.9 | 3.9 | 1 | | 3.9 | 1 | | 3.9 | 1 | | 3.9 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13222.8 | 11828.9 | 3221 | | 1903.9 | 9655 | | 16715.3 | 5306 | | 11138.3 | 2794 | | 3230 | | | | | | | | | | | | | | |
| 25/03/14 | 9.8 | 9.8 | 1 | | 9.8 | 1 | | 9.8 | 1 | | 9.8 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13232.6 | 11838.7 | 3222 | | 1913.7 | 9658 | | 16725.1 | 5307 | | 11141.1 | 2795 | | | | | | | | | | | | | | | | |
| 28/03/14 | 11.3 | 11.3 | 1 | | 11.3 | 1 | | 11.3 | 1 | | 11.3 | 1 | | | | | | | | | | | | | | | | |
| TOTAL | 13243.9 | 11850.0 | 3223 | | 1925.0 | 9656 | | 16736.4 | 5308 | | 11159.4 | 2796 | | 3238 | | | | | | | | | | | | | | |
| 1/1 | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CARRIED FORWARD | 13243.9 | 11850.0 | 3223 | | 1925.0 | 9656 | | 16736.4 | 5308 | | 11159.4 | 2796 | | 3238 | | | | | | | | | | | | | | |

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

H-3g

H-3h

| | | | | | | | | | | | | | | |
|--|---|----------------------------|--|----------------|--------------------------------|---|-------------------|--------------------------|---------|---------|---------|---------|---------|---------|
| 1. DATE 12/04/14 | 2. CREW CHIEF C. E. A. H. E. T. J. S. L. | 3. ORGANIZATION 552 PCW | 4. LOCATION F. O. R. A. C. E. | 5. MDS E-38 | 6. SERIAL NUMB. 77-0351 | | | | | | | | | |
| 7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH | | | 8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT | | | | | | | | | | | |
| TYPE | | ACCOMPLISHED BY | | COMPLETED | | | | | | | | | | |
| | | | | DATE | TIME | | | | | | | | | |
| PR | (AF) 11/20/14 1501 0108 | 12/04/14 | 21:00 | 1 | | | | | | | | | | |
| PR | (AF) 11/20/14 1501 0108 | 12/04/14 | 21:00 | 2 | | | | | | | | | | |
| PR | (AF) 11/20/14 1501 0108 | 12/04/14 | 21:00 | 3 | | | | | | | | | | |
| PR | (AF) 11/20/14 1501 0108 | 12/04/14 | 21:00 | 4 | | | | | | | | | | |
| | | 1 | 1 | 5 | | | | | | | | | | |
| | | 1 | 1 | 6 | | | | | | | | | | |
| | | 1 | 1 | 7 | | | | | | | | | | |
| | | 1 | 1 | 8 | | | | | | | | | | |
| | | 1 | 1 | 9 | | | | | | | | | | |
| | | 1 | 1 | 10 | | | | | | | | | | |
| 9. STATUS DATA | | | 10. FLIGHT CONDITION DATA | | | | | | | | | | | |
| SEE AFTO FORM 781H AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS. | STATUS TODAY | BOX NO | EXCEPTIONAL RELEASE (Enter Box No) | FLT NO | COND APT FLT | PILOT'S SIGNATURE (Enter After Each Flight) | OVER TEMP ENTERED | AUX ENG OR APU OPERATION | | | | | | |
| | X 11 | 2 | R. M. A. D. M. S. T. 12/04/14 | 1 | 5 | [Signature] | | | | | | | | |
| | X 12 | | | 2 | | | | | | | | | | |
| | 13 | | | 3 | | | | | | | | | | |
| | 4 14 | | | 4 | | | | | | | | | | |
| | 5 15 | | | 5 | | | | | | | | | | |
| | 6 16 | | | 6 | | | | | | | | | | |
| | 7 17 | | | 7 | | | | | | | | | | |
| | 8 18 | | | 8 | | | | | | | | | | |
| | 9 19 | | | 9 | | | | | | | | | | |
| | 10 20 | | | 10 | | | | | | | | | | |
| 11. MUNITIONS/ GUNS STATUS | STATUS | LEN | LEN | LEN | LEN | LEN | LEN | TOTAL TODAY | | | | | | |
| | 781A ENTRY | PI | PI | PI | PI | PI | PI | 0 | | | | | | |
| 12. AIRFRAME TIME | 13. LANDINGS | | 14. CARTRIDGE STARTS | | 15. ENGINE CYCLE DOCUMENTATION | | | | | | | | | |
| PREVIOUS 13254.0 | FULL STOP | TOTAL | NO | ENG | NO | ENG | NO1 ENG | NO2 ENG | NO3 ENG | NO4 ENG | NO5 ENG | NO6 ENG | NO7 ENG | NO8 ENG |
| 1 | 11.6 | 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | |
| TOTAL | 13265.6 | 1767 | 3942 | | | | | | | | | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

[Signature]
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

13 May 84
Date

| SERIAL NUMBER | | FUEL (Pounds, Gallons or Liters) | | | OIL (Half Pints, Pints, Quarts, Gallons or Liters) | | | | | | | | | | | | | | | | OXY PROOF OR QTY | NITROGEN | WATER |
|---------------|-----------------------|----------------------------------|----------------------|-----|--|-----|------|-----|------|-----|------|-----|----|-----|----|-----|----|-----|----|-----|---------------------------|----------|-------|
| | OCTANE OR GRADE | QTY SERVED | TOTAL IN TANKS | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | | | | |
| | | | | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | IN | SER | | | |
| 1 | JP4 | Øp | 130,000p | | 27.2 | | 27.2 | | 27.2 | | 27.2 | | | | | | | | | | 45 | | |
| 2 | JP4 | Øp | 130,000p | | | | | | | | | | | | | | | | | | 75 | | |
| 3 | JP4 | 22,800p | 130,000p | | | | | | | | | | | | | | | | | | 69 | | |
| 4 | JP4 | 85,000p | 130,000p | Ø | 27.2 | Ø | 27.2 | Ø | 27.2 | 1 | 27.2 | | | | | | | | | | 68 | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | |

| SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished) | | | | | | | | | | | | | | |
|--|----|----------------------------|------|----------|----|----|--|------|-----|----|----|--|------|-----|
| 1 | BY | S. Potter ⁰²⁹⁰ | DATE | 12/04/14 | 7 | BY | | DATE | / / | 13 | BY | | DATE | / / |
| | AT | Inerlik AB Turkey | | | | AT | | | / / | | AT | | | / / |
| 2 | BY | C. Catlett ⁰³⁷⁰ | DATE | 12/04/14 | 8 | BY | | DATE | / / | 14 | BY | | DATE | / / |
| | AT | Inerlik AB Turkey | | | | AT | | | / / | | AT | | | / / |
| 3 | BY | D. Durr ⁰⁴⁵ | DATE | 14/04/14 | 9 | BY | | DATE | / / | 15 | BY | | DATE | / / |
| | AT | Inflight | | | | AT | | | / / | | AT | | | / / |
| 4 | BY | R. Moad ^{MS97} | DATE | 14/04/14 | 10 | BY | | DATE | / / | 16 | BY | | DATE | / / |
| | AT | Inerlik AB Turkey | | | | AT | | | / / | | AT | | | / / |
| 5 | BY | | DATE | / / | 11 | BY | | DATE | / / | 17 | BY | | DATE | / / |
| | AT | | | | | AT | | | / / | | AT | | | / / |
| 6 | BY | | DATE | / / | 12 | BY | | DATE | / / | 18 | BY | | DATE | / / |
| | AT | | | | | AT | | | / / | | AT | | | / / |

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | | | | | |
|---|--|----------------------------------|--|-------------------------|--|-------------------------|--|--|--|----------------------------|--|
| 1. DATE 14-04-94 | | 2. CREW CHIEF G. Humphrey E-5 | | 3. ORGANIZATION 52FW | | 4. LOCATION APOC9120 | | 5. MISSION E-1SC | | 6. SERIAL NUMBER 790025 | |
| 7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH | | | | | | | | 8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT | | | |

| TYPE | ACCOMPLISHED BY | COMPLETED | | FLT NO | TYPE | ACCOMPLISHED BY | COMPLETED | |
|--------|-----------------------|-----------|-------|--------|------|-----------------|-----------|------|
| | | DATE | TIME | | | | DATE | TIME |
| EPO PR | M. Hamilton E-4 02516 | 13/04/94 | 17:40 | 1 | | | / / | • |
| | | / / | • | 2 | | / / | • | |
| | | / / | • | 3 | | / / | • | |
| | | / / | • | 4 | | / / | • | |
| | | / / | • | 5 | | / / | • | |
| | | / / | • | 6 | | / / | • | |
| | | / / | • | 7 | | / / | • | |
| | | / / | • | 8 | | / / | • | |
| | | / / | • | 9 | | / / | • | |
| | | / / | • | 10 | | / / | • | |

| 9. STATUS DATA | | | | | 10. FLIGHT CONDITION DATA | | | | |
|----------------|--------|---------------------------------------|--------|--------------|--|----------------------|--------------------------|--|--|
| STATUS TODAY | BOX NO | EXCEPTIONAL RELEASE (Enter Box No) | FLT NO | COND AFT FLT | PILOT'S SIGNATURE (Enter After Each Flight) | OVER 1 TEMP ENCTR | AUT ENG OR APU OPERATION | | |
| X | 11 | 2 | 1 | 1 | [REDACTED] | | | | |
| X | 12 | 4 | 2 | | U | | | | |
| X | 13 | | 3 | | | | | | |
| | 14 | | 4 | | | | | | |
| | 15 | | 5 | | | | | | |
| | 16 | | 6 | | | | | | |
| | 17 | | 7 | | | | | | |
| | 18 | | 8 | | | | | | |
| | 19 | | 9 | | | | | | |
| | 20 | | 10 | | | | | | |

| 11. MUNITIONS/ GUNS STATUS | STATUS | LEN | LEN | LEN | LEN | LEN | LEN | LEN | TOTAL TODAY |
|----------------------------|--------|-----|-----|-----|-----|-----|-----|-----|-------------|
| 781A ENTRY | PI | PI | PI | PI | PI | PI | PI | PI | |

| 12. AIRFRAME TIME | | 13. LANDINGS | | 14. CARTRIDGE STARTS | | 15. ENGINE CYCLE DOCUMENTATION | | | | | | | | | |
|-------------------|--------|--------------|-------|----------------------|-----|--------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|
| PREVIOUS | 3650.0 | FULL STOP | TOTAL | NO | ENG | NO | ENG | NO1 ENG | NO2 ENG | NO3 ENG | NO4 ENG | NO5 ENG | NO6 ENG | NO7 ENG | NO8 ENG |
| 1 | 3.7 | 1 | 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

E-1SC Main File, AFTO 781b, 14-04-94, 79-0025

which is kept in my records system.

20 May 94 Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PREVIOUS EDITION IS OBSOLETE

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | |
|--|------------------------|---------------------------|-----------------------|--|--------------------------|-------------|--------------------------------|
| DATE FROM 13/04/14 | TO 1/1 | CREW CHIEF G. Humphrey | ORGN E-5 | LOCATION S2FW | MSG APO 09123 | WGS FISC | SERIAL NO 790025 |
| SYM 11 | DATE DISCO 13/04/14 | WDC J | JCN 103 | DOC NO. 8225 | CF TO 781A 11 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY LEFT AND RIGHT INTAKE INSPECTION REQUIRED | | | | CORRECTIVE ACTION INSP CW NO | | | |
| PRIOR TO FLIGHT | | | | DEFECTS NOTED | | | |
| RED X | | | | CORRECTED/TRANSFERRED BY | | | |
| DISCOVERED BY M. Hamilton | | GRADE E-4 | EMPLOYEE NO. 02916 | | INSPECTED BY J. Huber | | GRADE E-5 |
| SYM 11 | DATE DISCO 13/04/14 | WDC J | JCN 103 | DOC NO. 8225 | CF TO 781A 11 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY LOX BOTTLE REQUIRES SERVICING | | | | CORRECTIVE ACTION SERVICED LOX BOTTLE INSTALLED | | | |
| | | | | IAW T.O. 1F-15C-2-12JG-10-1 LOX CURCUIT | | | |
| | | | | BREAKERS INSPECTED FOR INSTALLATION | | | |
| | | | | LOX BOTTLE # 4693 INSTALLED | | | |
| | | | | LOX CART # LX50 USED | | | |
| | | | | TOOL AND FOD CHECK COMPLIED WITH | | | |
| RED X | | | | CORRECTED/TRANSFERRED BY | | | |
| DISCOVERED BY M. Hamilton | | GRADE E-4 | EMPLOYEE NO. 02916 | | INSPECTED BY J. Huber | | GRADE E-5 |
| SYM 11 | DATE DISCO 13/04/14 | WDC J | JCN 103 | DOC NO. 8225 | CF TO 781A 11 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY TIRE PRESSURE CHECK DUE | | | | CORRECTIVE ACTION NOSE: 220 | | | |
| | | | | RIGHT MAIN: 320 | | | |
| | | | | LEFT MAIN: 320 | | | |
| | | | | TIME: 1843 GAUGE # 84 | | | |
| | | | | TOOL AND FOD CHECK COMPLIED WITH | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. Y. H.
Date 7 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

RED DASH

| | | | | | |
|------------------------------|--------------|-----------------------|-----------------------------|--------------|-----------------------|
| DISCOVERED BY M. Hamilton | GRADE E-4 | EMPLOYEE NO. 02916 | INSPECTED BY M. Hamilton | GRADE E-4 | EMPLOYEE NO. 02916 |
|------------------------------|--------------|-----------------------|-----------------------------|--------------|-----------------------|

SERVICING

PAGE 2 OF 2 PAGES

| | | | | | | | | | | | | | | | | | |
|-------------------------------------|-----------------------|-------------|------------|----------------|--|---|-------------|--------------------------------|-----------------------------|------------------------------------|--|--------------|--|----------------------|--|-------------|--|
| DATE FROM 1 / 1 | | TO 1 / 1 | | CREW CHIEF | | OPCN | | LOCATION | | WDS | | SERIAL NO | | | | | |
| SYM | DATE DISC 13/04/14 | WDC J | ICN 103 | DOC NO 8225 | | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 14 104 14 | | | | | | | | |
| DISCREPANCY NOTE | | | | | | CORRECTIVE ACTION CODE A: 0001 - 2400 DATE 14 Apr 94 | | | | | | | | | | | |
| MODE IV REQUIRED KEYING | | | | | | CODE B: 0001 - 2400 DATE 15 Apr 94 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| DISCOVERED BY <i>M. Hamilton</i> | | | | | | GRADE E-4 | | EMPLOYEE NO 02916 | | INSPECTED BY <i>M. Hamilton</i> | | GRADE E-4 | | EMPLOYEE NO 03584 | | | |
| SYM | DATE DISC 12/10/14 | WDC J | ICN 103 | DOC NO 8225 | | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 1210414 | | | | | | | | |
| DISCREPANCY NOTE | | | | | | CORRECTIVE ACTION KY58 KEYED | | | | | | | | | | | |
| KY58 REQUIRES KEYING | | | | | | FROM: 1210414 | | | | | | | | | | | |
| | | | | | | TO: 1810414 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| DISCOVERED BY <i>M. Hamilton</i> | | | | | | GRADE E-4 | | EMPLOYEE NO 02916 | | INSPECTED BY <i>M. Hamilton</i> | | GRADE E-4 | | EMPLOYEE NO 02916 | | | |
| SYM | DATE DISC 13/04/14 | WDC J | ICN 103 | DOC NO 8225 | | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 14/04/14 | | | | | | | | |
| DISCREPANCY NOTE | | | | | | CORRECTIVE ACTION JOAP SAMPLES DUE AFTER FLIGHT | | | | | | | | | | | |
| JOAP SAMPLES DUE AFTER FLIGHT | | | | | | JOAP SAMPLES TAKEN AT 1315 HRS. | | | | | | | | | | | |
| | | | | | | CURRENT AIR FRAME TIME IS 3650.0 HRS. | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| RED DASH | | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | INSPECTED BY | | GRADE | | EMPLOYEE NO | |
| DISCOVERED BY <i>M. Hamilton</i> | | | | | | GRADE E-4 | | EMPLOYEE NO 02916 | | INSPECTED BY <i>M. Hamilton</i> | | GRADE E-4 | | EMPLOYEE NO 00192 | | | |

| | | | | | | | |
|----------|------|----|-----------------|--------------|----------|-------|---------------|
| DATE | FROM | TO | CREW CHIEF | ORGANIZATION | LOCATION | MDS | SERIAL NUMBER |
| 02.03.14 | | | G. Humphrey E-5 | 36 FW | 09132 | F-15C | 79-0025 |

| A. AIRCRAFT INSPECTION STATUS | | | | | | B. ENGINE DATA | | | TYPE | | |
|---|--------|-------|----------|-------|----------|----------------|------------|---------------------|------|------------|---------------------|
| NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO | | | | | | PSN | ENG SER NO | ENG CHANGE DUE TIME | PSN | ENG SER NO | ENG CHANGE DUE TIME |
| RPO 2 | | | | | | | | | | | |
| TYPE | FREQ | COMPL | NEXT DUE | COMPL | NEXT DUE | 1 | P68 | 1412 | 1 | TC A5342 | |
| HPO-1 | 400hr | 35439 | 3970.9 | | | 2 | P68 | 1901 | 2 | TC A1676 | |
| HPO-2 | 400hr | | 3720.6 | | | 3 | | | 7 | | |
| PE | 1200hr | | 4570.6 | | | 4 | | | 8 | | |
| | | | | | | JP | 0357 | | | | |
| | | | | | | 248 | 0126 | | | | |

| C. CALENDAR INSP STATUS | | | DATE OF LAST FLIGHT | | | D. STATUS OF DEPOT LEVEL INSPECTION | | |
|-------------------------|----------|--|---------------------|----------|--|-------------------------------------|--|--|
| TYPE | DATE DUE | | TYPE | DATE DUE | | LAST DEPOT LEVEL FACILITY | | |
| | | | | | | DATE COMPLETED | | |
| | | | | | | ACFT TIME | | |

| E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS | | | |
|--|--|---------|--------------------------------|
| TO NUMBER AND PUBLICATION DATE | | DATE CW | TO NUMBER AND PUBLICATION DATE |
| | | | |
| | | | |
| | | | |

| F. HIGHER AUTHORITY INSPECTIONS | | | |
|---------------------------------|---------------------|------|---------------------|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | | |
| | | | |
| | | | |

| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | | | | | |
|--|-----------|----------|----------|----------|----------|----------|----------|
| INSPECTION ITEM | FREQUENCY | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE |
| APPLY REPCON RAIN REPELLENT | 25 Hours | 2109.2 | 2109.2 | 3087.5 | 3675.0 | | |
| AILERON HINGE LUBE | 25 Hours | 3644.0 | 3659.7 | 3657.2 | 3675.0 | | |
| SDR TAPE CHANGE (IF SDR EQUIPPED) | 25 Hours | 3548.0 | 2108.5 | 362.3 | 3666.4 | | |
| LT RUDDER SPlice BOLTS (IF REQ) | 50 Hours | 3645.9 | 3782.2 | | | | |
| LT RUDDER SER #: 0010 | | | | | | | |
| RT RUDDER SPlice BOLTS (IF REQ) | 50 Hours | 3645.9 | 3667.9 | | | | |
| AIRCRAFT DOCUMENT REVIEW | 14 Days | 08/03/14 | 21/04/14 | | | | |
| RT. Rudder Ser. # 0064 | | | | | | | |
| EMERGENCY OXYGEN HOSE PULL TEST | 30 Days | 09/03/14 | 20-04-14 | | | | |
| CMD BIT CHECK | 30 Days | N/A | | | | | |
| AWM-171/199 FUNCTIONAL CHECK | 30 Days | 25/05/14 | 05-05-14 | | | | |
| GNW ROTATION, LUBE, AND INSPECT. | 30 Days | 07/03/14 | 06-05-14 | | | | |
| RECOVERY PARACHUTE INSPECTION | 30 Days | 09/03/14 | 23-04-14 | | | | |
| LOX CONVERTER PURGE | 60 Days | 06/02/14 | 21-07-14 | | | | |
| LOX CONVERTER SER #: 4683 | | | | | | | |
| AIRCRAFT WASH | 90 Days | 18/01/14 | | | | | |
| MAU-12 BOMB RACK INSPECTION | 90 Days | 02/11/14 | | | | | |
| LAU-106 LAUNCHER INSPECTION | 90 Days | 02/05/14 | | | | | |
| LAU-128 LAUNCHER INSPECTION | 90 Days | 02/05/14 | | | | | |
| LIFE SUPPORT EQUIPMENT INSPECT. | 120 Days | 24/07/14 | 14-07-14 | | | | |
| OXYGEN REGULATOR LEAK CHECK | 120 Days | 05/03/14 | 04/06/14 | | | | |
| AIRCRAFT LOX SYSTEM PURGE | 180 Days | 15-07-14 | | | | | |
| GROUND RECEPTAL CONTINUITY CHK. | 180 Days | 07-07-14 | 08-10-14 | | | | |
| CMD Bit Cleaning | 90 Days | 15/11/14 | 13/11/14 | | | | |
| NOE Win Tip Insp | 100 hrs | 36439 | 3787.9 | | | | |
| Lt. Aman Ser. # 1248 | | | | | | | |
| Rt. Aman Ser. # 0777 | | | | | | | |
| Redem Ser. # 0305 | | | | | | | |
| AVTR Clean/INSPECT | 90 Days | 12/06/14 | | | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

7 May 14
Date

WILLIAM L. HARRIS Capt USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO's AND DELAYED DISCREPANCIES

| SYM | JOB CONTROL NUMBER | TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY | DOCUMENT NUMBER | SYS | WHEN DISC. ENTERED | | | | TRANSMITTED BY OR COMM. CENTER ELEM. SIGNATURE |
|--------------------|--------------------|--|--------------------|-----|--------------------|----------|------|-----------------|--|
| | | | | | DATE | ACT TIME | CODE | DATE TO 24 1964 | |
| 2210162 | | TCTO IF-15-1221 L/D Jumper | | 1 | 10-09-2 | 3380.1 | F | | |
| 0498625 | | Pnl. 30 missing one N/P Lt. side Afr | DDID | 11 | 01-03-4 | 3582.2 | F | | |
| 0438225 | | Act. Wash overdue | DDID | 11 | 12-02-4 | 3539.1 | F | | |
| 025A032 | | Act. Ladder start Bracket Cracked | X307PI4026 0009 | 11 | 02-02-4 | 3534.5 | F | | |
| 025A027 | | Lt. main L/C Afr. door Trunion bearing worn | X307PI4026 0010 BQ | 11 | 02-02-4 | 3534.4 | F | | |
| 025A025 | | Upper UHF Antenna delam. Rt. side ordered (Temp. fix with sealant) | X307PI4024 0011 BQ | 11 | 04-02-4 | 3534.4 | F | | |
| 0818225 | | 14 day Doc. Review over due | | 11 | 25-03-4 | 3617.1 | F | | |
| 0818225 | | AWM 171/14 Wms. Funct. Ekr. due (Act. mon. down lead) | | 75 | 01-04-4 | 3631.1 | F | 05-04-4 | J. Hoffman |

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

MODIFIED GEARBOX

| | | | | | | | | | | | | | |
|-------------------------|--|---------|--|----------------|--|--------------|--|----------|--|-----------|--|---------------|--|
| 4000 CCV CORE INSTALLED | | FROM 10 | | CREW CHIEF | | ORGANIZATION | | LOCATION | | WOS | | SERIAL NUMBER | |
| 0610913 | | 1 | | G. Humphrey ES | | 36 FW SDFW | | 09108 | | F100PW100 | | P68 1412 | |

| | | | | | | | | | | | | | | | | | | | | | |
|--|--|------|--|------|--|----------|--|------|--|--|--|-----|--|------------|--|---------------------|--|-----|--|---------------------|--|
| A. AIRCRAFT INSPECTION STATUS | | | | | | | | | | B. ENGINE DATA | | | | | | | | | | | |
| NEXT PERIOD: MAJOR OR PHASED INSPECTION DUE NO | | | | | | | | | | NEXT PERIOD: MAJOR OR PHASED INSPECTION DUE TIME | | | | | | | | | | | |
| TYPE | | FAID | | COMP | | NEXT DUE | | COMP | | NEXT DUE | | PSN | | ENG SER NO | | ENG CHANGE DUE TIME | | PSN | | ENG CHANGE DUE TIME | |
| | | | | | | | | | | | | 1 | | P68 1412 | | E 1412 | | 5 | | TCD 2342 | |
| | | | | | | | | | | | | 2 | | | | | | 6 | | | |
| | | | | | | | | | | | | 3 | | | | | | 7 | | | |
| | | | | | | | | | | | | 4 | | | | | | 8 | | | |

| | | | | | | | | | | | |
|-------------------------|--|----------|--|---------------------|--|----------|--|-------------------------------------|--|--|--|
| C. CALENDAR INSP STATUS | | | | DATE OF LAST FLIGHT | | | | D. STATUS OF DEPOT LEVEL INSPECTION | | | |
| TYPE | | DATE DUE | | TYPE | | DATE DUE | | LAST DEPOT LEVEL FACILITY | | | |
| | | | | | | | | DATE COMPLETED | | | |
| | | | | | | | | ACFT TIME | | | |

| | | | |
|--|--|---------|--|
| E. IMMEDIATE AND URGENT ACTION TC TO COMPLETED WITHIN THE PAST 10 DAYS | | | |
| TO NUMBER AND PUBLICATION DATE | | DATE CW | |
| 25-F100-865 #5 SCANNING V | | 1710314 | |
| TC10 865 | | | |

| | | | |
|---------------------------------|--|---------------------|--|
| F. HIGHER AUTHORITY INSPECTIONS | | | |
| DATE | | SIGNATURE AND TITLE | |
| | | | |
| | | | |
| | | | |

| | | | | | | | |
|--|--|-----------|--|----------|--|----------|--|
| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | | | | | |
| INSPECTION ITEM | | FREQUENCY | | NEXT DUE | | NEXT DUE | |
| PACER GROWTH AUGMENTOR | | 50 TFT | | NA | | | |
| FAN 1 & 2 SPACER INSP (NDI) | | 50 TFT | | 2807.0 | | 2807.0 | |
| | | 25.1 | | 3022.0 | | 3079.6 | |
| 100 HR 1F-15C-6 INSP | | 100 TFT | | 2851.0 | | 2851.0 | |
| 100 HR 1F-15C-6 INSP | | 100 TFT | | 2851.0 | | 2851.0 | |
| 200 HR 1F-15C-6 INSP | | 200 TFT | | 2961.0 | | 3150.5 | |
| 400 HR 1F-15C-6 INSP | | 400 TFT | | 3061.0 | | 3350.5 | |

ISSUED TIMES:

TOT: 4328.5 TET: 2757.6

OTC: .7 EOT: 4475.2

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from my records system.

4 Apr 1994, 06-10-93, Sec# 265412

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract

11FT0.78/E, 06-10-93, Sect # PG81412

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781b, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | | | | | |
|---|------|---------------------|----------|---------------------|----------|-------------------------------------|------------|---------------------|------|---------------------------|---------------------|
| 4000 CCV COM INSTA | | CREW 1 | | ORGANIZATION | | LOCAL | | MDS | | SERIAL NUMBER | |
| FROM | | TO | | N. ANROE E-4 | | 36 FW | | 09132 | | F100PW100 | |
| DATE | | | | | | | | | | P681901 | |
| A. AIRCRAFT INSPECTION STATUS | | | | | | B. ENGINE DATA | | | TYPE | | |
| NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO | | | | | | PSN | ENG SER NO | ENG CHANGE DUE TIME | PSN | ENG SER NO | ENG CHANGE DUE TIME |
| TYPE | FREQ | COMPL | NEXT DUE | COMPL | NEXT DUE | 1 | P681901 | E1901 | 5 | TCB1676 | |
| | | | | | | 2 | | | 6 | | |
| | | | | | | 3 | | | 7 | | |
| | | | | | | 4 | | | 8 | | |
| C. CALENDAR INSP STATUS | | | | | | D. STATUS OF DEPOT LEVEL INSPECTION | | | | | |
| TYPE | | DATE DUE | | DATE OF LAST FLIGHT | | TYPE | | DATE DUE | | LAST DEPOT LEVEL FACILITY | |
| | | | | | | | | | | ACFT TIME | |
| E. IMMEDIATE AND URGENT ACTION TC TOs COMPLETED WITHIN THE PAST 10 DAYS | | | | | | | | | | | |
| TO NUMBER AND PUBLICATION DATE | | | | DATE CW | | TO NUMBER AND PUBLICATION DATE | | | | DATE CW | |
| 23-F100-265 # 5 SCALING ✓ | | | | 1710314 | | | | | | | |
| TC10865 | | | | | | | | | | | |
| F. HIGHER AUTHORITY INSPECTIONS | | | | | | | | | | | |
| DATE | | SIGNATURE AND TITLE | | | | DATE | | SIGNATURE AND TITLE | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | | | | | | | | | |
| INSPECTION ITEM | | FREQUENCY | | NEXT DUE | | NEXT DUE | | NEXT DUE | | NEXT DUE | |
| PACER GROWTH AUGMENTOR | | 50 TFT | | N/A | | | | | | | |
| FAN 1 & 2 SPACER INSP (NDI) | | 50 TFT | | 2100.0 | | 2500.0 | | 2600.0 | | 2700.0 | |
| 100 HR 1F-15C-6 INSP | | 100 TFT | | 2500.0 | | 2600.0 | | 2700.0 | | 2722.0 | |
| 200 HR 1F-15C-6 INSP | | 200 TFT | | 2600.0 | | 2700.0 | | 2800.0 | | 2828.4 | |
| LPT 4th STG VANE PART #403724 | | | | | | | | | | | |
| 400 HR 1F-15C-6 INSP | | 400 TFT | | 2800.0 | | 2844.6 | | | | | |
| ISSUED TIMES: | | | | | | | | | | | |
| TOT: 3789.5 | | | | TFT: 2444.6 | | | | | | | |
| OTC: .5 | | | | EOT: 2122.8 | | | | | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from AFU 781K / DTD 01-08-93 / 1307 # 138991

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

2 May 94
DUE

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | |
|---|-----------------------|------------|------------|----------------|----------------------------|-----------------------|--------------------------------|
| DATE FROM 24/02/71 | TO 25/02/71 | CREA CHIEF | | OPEN | LOCATION | WSS F-15C | SERIAL NO. 79-0025 |
| <input checked="" type="checkbox"/> SYM | DATE DISC 24/02/71 | WDC F | JCN 055 | DOC NO | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY | | | | | DATE CORRECTED 24/02/71 | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | |
| FIVE 1220 111111 | | | | | Close Puc | | |
| 10 111111 | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| DISCOVERED BY J. L. D. | | | | | GRADE E-5 | EMPLOYEE NO. 02978 | INSPECTED BY J. L. D. |
| | | | | | GRADE E-5 | EMPLOYEE NO. 02978 | |
| <input checked="" type="checkbox"/> SYM | DATE DISC 11 | WDC J | JCN 056 | DOC NO 8006 | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY | | | | | DATE CORRECTED 25/02/71 | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | |
| 111111 111111 | | | | | R-AD-R-111111 | | |
| 111111 111111 | | | | | 111111 111111 | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| DISCOVERED BY J. L. D. | | | | | GRADE E-5 | EMPLOYEE NO. 02526 | INSPECTED BY J. L. D. |
| | | | | | GRADE E-5 | EMPLOYEE NO. 02526 | |
| <input checked="" type="checkbox"/> SYM | DATE DISC 11 | WDC J | JCN 056 | DOC NO 9309 | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781A DATE 11 |
| DISCREPANCY | | | | | DATE CORRECTED 31/11 | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | |
| 111111 111111 | | | | | R-111111 111111 | | |
| 111111 111111 | | | | | 111111 111111 | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| DISCOVERED BY J. L. D. | | | | | GRADE E-5 | EMPLOYEE NO. 7526 | INSPECTED BY J. L. D. |
| | | | | | GRADE E-5 | EMPLOYEE NO. 7526 | |

AFTO 781A

REF 62

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | | | | | | | | | |
|---|-----------------------|----------------|------------|-----------------|--|--|--|----------------------|-----------------------------------|-------------------------|----------------------------|----------------------|--|----------------------|--|
| DATE FROM 26/02/14 | | TO 28/02/14 | | CREW CHIEF | | ORGN | | LOCATION | | MOS FISC | | SERIAL NO 79-0026 | | | |
| SYM 2 | DATE DISC 28/02/14 | WDC F | ICN 059 | DOC NO. 2002 | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781K DATE 11 | | DATE CORRECTED 1 1 | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| OVS Inflight | | | | | | | | | | | | | | | |
| Ops ck need for | | | | | | Ops ✓ good. | | | | | | | | | |
| previous write-up | | | | | | | | | | | | | | | |
| on 28 8 MLE 3 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| CORRECTED/TRANSFERRED BY | | | | | | GRADE | | EMPLOYEE NO | | | | | | | |
| DISCOVERED BY M. HARRIS | | | | | | GRADE SSA | | EMPLOYEE NO 03584 | | INSPECTED BY P. RILL | | GRADE CAPT | | EMPLOYEE NO | |
| SYM 2 | DATE DISC 28/02/14 | WDC F | ICN 059 | DOC NO. 2001 | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781K DATE 11 | | DATE CORRECTED 1 1 | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| INS Inflight | | | | | | | | | | | | | | | |
| ck done for | | | | | | Ops ✓ good. | | | | | | | | | |
| write-up on 27? | | | | | | | | | | | | | | | |
| BLE 3 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| DISCOVERED BY M. HARRIS | | | | | | GRADE SSA | | EMPLOYEE NO 03584 | | INSPECTED BY P. RILL | | GRADE CAPT | | EMPLOYEE NO | |
| EXTRACT | | | | | | | | | | | | | | | |
| I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from AF-TO 781-Add'l Form 26-02-44 - 28-02-44 | | | | | | | | | | | | | | | |
| which is kept in my records system. | | | | | | N-744 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey | | | | | | | | | |
| 2 May 94 Date | | | | | | | | | | | | | | | |
| DISCOVERED BY M. HARRIS | | | | | | GRADE SSA | | EMPLOYEE NO 03584 | | INSPECTED BY P. RILL | | GRADE CAPT | | EMPLOYEE NO | |
| SYM 2 | DATE DISC 28/02/14 | WDC D | ICN 059 | DOC NO. 2004 | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781K DATE 11 | | DATE CORRECTED 01/03/14 | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| MODE TV Interrogator insp. | | | | | | REMOVE AND REPLACE | | | | | | | | | |
| Dumped just after take | | | | | | KIR COMPUTER. | | | | | | | | | |
| Off steady BIT light | | | | | | AAI OPS CHECK | | | | | | | | | |
| throughout light | | | | | | GOOD ITAW IF-ISC-2- | | | | | | | | | |
| | | | | | | 34JG-52-1. | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| CORRECTED/TRANSFERRED BY M. HARRIS | | | | | | GRADE SSA | | EMPLOYEE NO 03584 | | INSPECTED BY 2 Moral | | GRADE ES | | EMPLOYEE NO 00172 | |
| DISCOVERED BY P. RILL | | | | | | GRADE CAPT | | EMPLOYEE NO | | | | | | | |

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

| | | | | | | | | |
|-------------------------------------|------------------------|----------|--------------------|-------------------|-------------------------|----------------------|------------------------------------|----------------------------|
| DATE FROM 13/04/14 | TO 1/1 | CHIEF | ORGN | LOCATION | MDS F-13C | SERIAL NO. 790025 | | |
| SYM / | DATE DISCO 11/04/14 | WDC F | JCN 101 8204 | DOC NO. | CF TO 781A P 1 | DATED 1/1 | TRANSFERRED TO 781K DATE 1/1 | DATE CORRECTED 1/1 |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | | |
| CMD has incorrect program loaded | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY M Hamilton | | | | GRADE E-4 | EMPLOYEE NO. 02916 | | | |
| INSPECTED BY | | | | GRADE | EMPLOYEE NO. | | | |
| SYM / | DATE DISCO 13/04/14 | WDC J | JCN 102 8225 | DOC NO. | CF TO 781A P 1 | DATED 1/1 | TRANSFERRED TO 781K DATE 1/1 | DATE CORRECTED 13/04/14 |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | | |
| Weapons prelit Due | | | | CIN | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY M Hamilton | | | | GRADE E-4 | EMPLOYEE NO. 02916 | | | |
| INSPECTED BY / | | | | GRADE E-5 | EMPLOYEE NO. 02916-3 | | | |
| SYM / | DATE DISCO 13/04/14 | WDC F | JCN 103 8225 | DOC NO. | CF TO 781A P 1 | DATED 1/1 | TRANSFERRED TO 781K DATE 1/1 | DATE CORRECTED 1/1 |
| DISCREPANCY | | | | CORRECTIVE ACTION | | | | |
| Info Note | | | | | | | | |
| Radar bit light came on | | | | | | | | |
| inflight Bit Read: Transmitter | | | | | | | | |
| Multipactor on. On ground | | | | | | | | |
| Bit cleared itself. No problems | | | | | | | | |
| with Radar in flight | | | | | | | | |
| DISCOVERED BY M Hamilton | | | | GRADE E-4 | EMPLOYEE NO. 02916 | | | |
| INSPECTED BY | | | | GRADE | EMPLOYEE NO. | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from
Current AFTU 781 Jones Binda, 79-0025
which is kept in my records system.

15 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

[illegible]

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

#1 1412 #2 1901

| DATE | FROM | TO | CREW CHIEF | ORGANIZATION | LOCATION | MOS | SERIAL NUMBER |
|--------|------|----|-------------|--------------|-----------|------|---------------|
| 090314 | 1 | 1 | G. Humphrey | 52 FLW | AP0 09123 | F15C | 79-0025 |

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

| DATE | AIRFRAME TIME | OIL CHANGE | | OIL TEMP | | OIL CHANGE | | OIL TEMP | | OIL CHANGE | | OIL TEMP | | OIL CHANGE | | OIL TEMP | | OIL CHANGE | | OIL TEMP | |
|-----------------|---------------|------------|--------|-----------|--------|------------|--------|-----------|--------|------------|--------|-----------|--------|------------|--------|-----------|--------|------------|--------|------------|--------|
| | | NO. 1 ENG | | NO. 2 ENG | | NO. 3 ENG | | NO. 4 ENG | | NO. 5 ENG | | NO. 6 ENG | | NO. 7 ENG | | NO. 8 ENG | | NO. 9 ENG | | NO. 10 ENG | |
| | | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES |
| PREVIOUS | 3603.1 | 2983 | 0 | 4608 | 6 | 755 | 3 | 457.9 | 47 | 2628 | 4 | 2448 | 2 | 4043 | 5 | 257.9 | 47 | | | | |
| 1910314 | 2.7 | 2 | 7 | 38 | 3 | 38 | 3 | 3.8 | 0 | 2 | 7 | 4 | 0 | 40 | 0 | 4.0 | 0 | | | | |
| TOTAL | 3605.8 | 2985 | 7 | 4612 | 4 | 759 | 1 | 461.5 | 47 | 2631 | 1 | 2452 | 2 | 4047 | 5 | 261.9 | 47 | | | | |
| 2010314 | 6.3 | 6 | 3 | 5 | 7 | 5 | 7 | 5.7 | 0 | 6 | 3 | 7 | 4 | 7 | 4 | 7.4 | 0 | | | | |
| TOTAL | 3612.1 | 2992 | 0 | 4618 | 1 | 764 | 8 | 467.2 | 46 | 2635 | 4 | 2459 | 6 | 4054 | 9 | 269.3 | 46 | | | | |
| 2510314 | 5.2 | 5 | 2 | 78 | | 78 | | 7.8 | 0 | 5 | 2 | 5 | 7 | 5 | 7 | 5.7 | 0 | | | | |
| TOTAL | 3617.6 | 2997 | 2 | 4625 | 9 | 772 | 6 | 475.0 | 46 | 2640 | 6 | 2465 | 3 | 4060 | 6 | 275.0 | 46 | | | | |
| 2410314 | 2.9 | 2 | 9 | 3 | 7 | 3 | 7 | 3.7 | 0 | 2 | 9 | 3 | 7 | 3 | 7 | 3.7 | 0 | | | | |
| TOTAL | 3620.5 | 3000 | 1 | 4629 | 6 | 776 | 3 | 478.7 | 46 | 2643 | 5 | 2469 | 0 | 4064 | 3 | 278.7 | 46 | | | | |
| 261214 | 5.3 | 5 | 3 | 6 | 0 | 6 | 0 | 6.0 | | 5 | 3 | 6 | 0 | 6 | 0 | 6.0 | | | | | |
| TOTAL | 3625.8 | 3005 | 4 | 4635 | 6 | 782 | 3 | 481.7 | 46 | 2648 | 8 | 2472 | 0 | 4070 | 3 | 284.7 | 46 | | | | |
| 2910314 | 3.2 | 3 | 2 | 4 | 1 | 4 | 1 | 4.1 | 6 | 3 | 2 | 3 | 8 | 3 | 8 | 3.8 | 0 | | | | |
| TOTAL | 3629.0 | 3008 | 6 | 4639 | 7 | 786 | 7 | 488.8 | 46 | 2652 | 0 | 2478 | 8 | 4074 | 1 | 288.5 | 46 | | | | |
| 3010314 | 2.7 | 2 | 7 | 3 | 6 | 3 | 6 | 3.6 | 0 | 2 | 7 | 3 | 6 | 3 | 6 | 3.6 | 0 | | | | |
| TOTAL | 3631.7 | 3011 | 3 | 4643 | 3 | 790 | 0 | 492.4 | 46 | 2654 | 7 | 2482 | 4 | 4077 | 7 | 292.1 | 46 | | | | |
| 0510914 | 6.0 | 6 | 0 | 6 | 9 | 6 | 9 | 6.0 | 0 | 6 | 0 | 7 | 1 | 7 | 1 | 7.1 | 0 | | | | |
| TOTAL | 3637.9 | 3017 | 5 | 4650 | 3 | 796 | 7 | 497.3 | 46 | 2660 | 9 | 2489 | 5 | 4084 | 8 | 299.2 | 46 | | | | |
| 1010414 | 3.5 | 3 | 5 | 5 | 3 | 5 | 3 | 5.3 | 0 | 3 | 5 | 6 | 2 | 5 | 2 | 5.2 | 0 | | | | |
| TOTAL | 3641.4 | 3021 | 0 | 4655 | 5 | 802 | 2 | 504.6 | 46 | 2663 | 4 | 2494 | 7 | 4090 | 0 | 304.4 | 46 | | | | |
| 1110414 | 5.5 | 5 | 5 | 6 | 1 | 6 | 1 | 6.1 | 0 | 5 | 5 | 6 | 1 | 6 | 1 | 6.1 | 0 | | | | |
| TOTAL | 3646.9 | 3026 | 5 | 4661 | 6 | 808 | 3 | 510.7 | 46 | 2668 | 9 | 2500 | 8 | 4096 | 1 | 310.5 | 46 | | | | |
| 1310414 | 3.1 | 3 | 1 | 4 | 6 | 4 | 6 | 4.6 | 0 | 3 | 1 | 4 | 8 | 4 | 8 | 4.8 | 0 | | | | |
| CARRIED FORWARD | 3650.0 | 3029 | 6 | 4666 | 2 | 812 | 9 | 515.3 | 46 | 2672 | 0 | 2505 | 6 | 4100 | 9 | 315.3 | 46 | | | | |

AFTO FORM 781J

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE - ENGINE FLIGHT DOCUMENT

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

| DATE | AIRFRAME TIME | OIL CHANGE TEMP | | OIL CHANGE TEMP | | OIL CHANGE TEMP | | OIL CHANGE TEMP | | OIL CHANGE TEMP | | OIL CHANGE TEMP | | OIL CHANGE TEMP | | | |
|----------|---------------|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|-----------|--------|
| | | TFT | | TOT | | EOT | | OCT | | TFT | | TOT | | EOT | | | |
| | | | | | | | | | | | | | | | | | |
| | | NO. 1 ENG | | NO. 2 ENG | | NO. 3 ENG | | NO. 4 ENG | | NO. 5 ENG | | NO. 6 ENG | | NO. 7 ENG | | NO. 8 ENG | |
| | | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES |
| PREVIOUS | 3650.0 | 3029 | 6 | 4666 | 2 | 812 | 9 | 515.3 | 46 | 2672 | 0 | 3505 | 6 | 4100 | 9 | 315.3 | 46 |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |
| / / | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | |

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

H-4j

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|--|-----------|--|-----|--|-----|--|--------|--|--------------------------|--|-------------|--|--------------------------|--|-------|--|-------------|--|
| SYM/ | | DATE DISC | | WDC | | JCN | | DOC NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | | |
| F 6/12/13 | | D | | F | | 340 | | 8002 | | 11/11 | | 07/12/13 | | | | | | | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| FUEL WAS INSUFFICIENT IN- | | | | | | | | | | Could not discharge | | | | | | | | | |
| FUEL AND WAS NO-REF | | | | | | | | | | malfunction. See pg. 9 | | | | | | | | | |
| APPROX 15 MIN NO-FLT ALER | | | | | | | | | | B1K2 | | | | | | | | | |
| DISCOVERED BY | | | | | | | | | | GRADE | | EMPLOYEE NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | |
| MAR | | | | | | | | | | MAR | | MAR | | MAR | | MAR | | MAR | |
| SYM/ | | DATE DISC | | WDC | | JCN | | DOC NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | | |
| F 6/12/13 | | D | | F | | 340 | | 8002 | | 11/11 | | 06/12/13 | | | | | | | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| FUEL VENTED FROM ET | | | | | | | | | | Remained and replaced | | | | | | | | | |
| WING- DUMP MAIST FOR | | | | | | | | | | 1 cell refuel plot value | | | | | | | | | |
| APPROX 5-7 MIN. (212 calls lost) | | | | | | | | | | | | | | | | | | | |
| VENTING WAS UNOCCURRED | | | | | | | | | | | | | | | | | | | |
| OCCURRING AT FL 290, 9 MACH | | | | | | | | | | | | | | | | | | | |
| DURING RTR. (TOTAL FUEL AT | | | | | | | | | | | | | | | | | | | |
| START WAS 214,800 lbs) | | | | | | | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | | | | | GRADE | | EMPLOYEE NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | |
| MAR | | | | | | | | | | MAR | | MAR | | MAR | | MAR | | MAR | |
| SYM/ | | DATE DISC | | WDC | | JCN | | DOC NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | | |
| F 6/12/13 | | F | | F | | 340 | | 8002 | | 11/11 | | 06/12/13 | | | | | | | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| ACFT REQ FULL LOAD | | | | | | | | | | ACFT Fully Fueled | | | | | | | | | |
| OF FUEL | | | | | | | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | | | | | GRADE | | EMPLOYEE NO | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | |
| MAR | | | | | | | | | | MAR | | MAR | | MAR | | MAR | | MAR | |

EXTRACT REVIEWED

I certify that I am the Records Custodian for the Accident Investigation Board converted to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from the records system.

which is kept in any records system.

23 May 14

AF 70 781A 5-12-93 to 6-12-93

WILLIAM L. HARRIS, Capt USAF MSC

Evansville, Indiana, Air Base, Turkey

AF 70 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FORM 105 EDITION 1988

| DATE FROM | | TO | | LEAD USER | | DATE | | DATE | | DATE | | DATE | |
|--------------------------|------------|-----|-----|-----------|--------------------------|-------|---------------------|----------|----------------|------|--------------|------|------|
| SYM | DATE DISCO | WDC | JCN | DOC | CF TO 781A | DATED | TRANSFERRED TO 781K | DATE | DATE CORRECTED | DATE | DATE | DATE | DATE |
| 12 | 06/12/13 | F | 340 | 8501 | P | 11 | 11 | 07/12/13 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| Possible Bad IRE | | | | | Ignored IRE | | | | | | | | |
| ALICE II completely Impl | | | | | A.I.I. 16 - checked | | | | | | | | |
| | | | | | good | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | | |
| M. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |
| INSPECTED BY | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | | |
| J. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |
| SYM | DATE DISCO | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781K | DATE | DATE CORRECTED | DATE | DATE | DATE | DATE |
| 12 | 06/12/13 | F | 340 | 8501 | P | 11 | 11 | 07/12/13 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| | | | | | | | | | | | | | |
| LOX 7.0 TITLE REMOVED | | | | | | | | | | | | | |
| FOR SERU | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | | |
| M. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |
| INSPECTED BY | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | | |
| J. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |
| SYM | DATE DISCO | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781K | DATE | DATE CORRECTED | DATE | DATE | DATE | DATE |
| 12 | 06/12/13 | F | 340 | 8501 | P | 11 | 11 | 07/12/13 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| All mg. Pads | | | | | | | | | | | | | |
| Labeled | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | | |
| J. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |
| INSPECTED BY | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | | |
| J. J. Suerl | | | | | J. J. Suerl | | | | E-3 | | 01872 | | |

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

H-4j

H-4k

[illegible]

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract

from Full Form AF 70 731, 13-01-64 to 20-07-
which is kept in my records system. Yes

23 MAR 74
Date
Evidence Custodian, Incirlik Air Base, Turkey

AFTO 1050 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

| DATE FROM | | TO | | OFFICIAL | | COUN | | LOCATION | | MIS | | REPORT NO | |
|-------------------------------------|-----------|-----|-----|----------|--------------------------|-------|--------------------------|----------------|-------------|-----|--|-----------|--|
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | | | | | |
| <input checked="" type="checkbox"/> | 12/1/1 | F | 012 | | | 11 | 11 | 13/01/14 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| No MLC's involved | | | | | MLC's INSTL | | | | | | | | |
| A | | | | | A | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | |
| A 777 | | | | | A 777 | | E-2 | | 01237 | | | | |
| GRADE | | | | | EMPLOYEE NO | | GRADE | | EMPLOYEE NO | | | | |
| Sgt 01237 | | | | | Sgt 01237 | | E-2 | | 01237 | | | | |
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | | | | | |
| <input checked="" type="checkbox"/> | 12/1/14 | F | 012 | 8666 | | 11 | 11 | 12/01/14 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| VSD FU and camera Bad | | | | | op CK good | | | | | | | | |
| VSD Video Blank | | | | | see p 511 BIK 2 | | | | | | | | |
| A | | | | | A | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | |
| A 777 | | | | | D B | | E-2 | | 00223 | | | | |
| GRADE | | | | | EMPLOYEE NO | | GRADE | | EMPLOYEE NO | | | | |
| Sgt 00223 | | | | | Sgt 00223 | | E-2 | | 00223 | | | | |
| SYM | DATE DISC | WDC | JCN | DOC NO | CF TO 781A | DATED | TRANSFERRED TO 781A DATE | DATE CORRECTED | | | | | |
| <input checked="" type="checkbox"/> | 12/1/14 | F | 012 | | | 11 | 11 | 14/01/14 | | | | | |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | | | | | | |
| Bad IRF installation: No Mode 4 | | | | | Q? I RE op | | | | | | | | |
| radio video also made at 14/01/14 | | | | | CK good | | | | | | | | |
| Some on steady during MLC | | | | | | | | | | | | | |
| Load | | | | | | | | | | | | | |
| A | | | | | A | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO | | | | |
| A 777 | | | | | D B | | E-2 | | 00223 | | | | |
| GRADE | | | | | EMPLOYEE NO | | GRADE | | EMPLOYEE NO | | | | |
| Sgt 00223 | | | | | Sgt 00223 | | E-2 | | 00223 | | | | |

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

H-5

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| 1. DATE | | 2. CREW CHIEF | | 3. ORGANIZATION | | 4. LOCATION | | 5. M. I. | | 6. SERIAL NUMBER | |
|---|--|-----------------|--|---------------------|--|--|--|---|--|-------------------|--|
| 14-04-94 WATKINS | | | | 152 FW | | APC 000006 | | 152 | | 84-0025 | |
| 7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH | | | | | | 8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT | | | | | |
| TYPE | | ACCOMPLISHED BY | | COMPLETED | | FLT NO | | TYPE | | ACCOMPLISHED BY | |
| | | | | DATE | | TIME | | | | | |
| BPO | | M. [Signature] | | 13/04/94 | | 17:00 | | 1 | | GT 3100-1 600007 | |
| | | | | 1/1 | | | | 2 | | | |
| | | | | 1/1 | | | | 3 | | | |
| | | | | 1/1 | | | | 4 | | | |
| | | | | 1/1 | | | | 5 | | | |
| | | | | 1/1 | | | | 6 | | | |
| | | | | 1/1 | | | | 7 | | | |
| | | | | 1/1 | | | | 8 | | | |
| | | | | 1/1 | | | | 9 | | | |
| | | | | 1/1 | | | | 10 | | | |
| 9. STATUS DATA | | | | | | 10. FLIGHT CONDITION DATA | | | | | |
| STATUS TODAY | | BOX NO | | EXCEPTIONAL RELEASE | | FLT NO | | COND | | PILOT'S SIGNATURE | |
| | | | | [Signature] | | | | OK | | [Signature] | |
| 11 | | 2 | | 16/04/94 | | 1 | | OK | | [Signature] | |
| 12 | | 4 | | 16/04/94 | | 2 | | OK | | [Signature] | |
| 13 | | | | | | 3 | | | | | |
| 14 | | | | | | 4 | | | | | |
| 15 | | | | | | 5 | | | | | |
| 16 | | | | | | 6 | | | | | |
| 17 | | | | | | 7 | | | | | |
| 18 | | | | | | 8 | | | | | |
| 19 | | | | | | 9 | | | | | |
| 20 | | | | | | 10 | | | | | |
| 11 | | STATUS | | LEN | | LEN | | LEN | | TOTAL TODAY | |
| MUNITIONS | | 781A ENTRY | | PI | | PI | | PI | | PI | |
| GUNS | | | | | | | | | | | |
| STATUS | | | | | | | | | | | |
| 12 | | AIRFRAME TIME | | 13. LANDINGS | | 14. CARTRIDGE STARTS | | 15. ENGINE CYCLE DOCUMENTATION | | | |
| PREVIOUS | | | | FULL STOP TOTAL | | NO ENG NO ENG | | NO1 ENG NO2 ENG NO3 ENG NO4 ENG NO5 ENG NO6 ENG NO7 ENG NO8 ENG | | | |
| 1 | | 3.5 | | 1 | | 1 | | | | | |
| 2 | | 6.4 | | 1 | | 1 | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Success + AFTO Form 781 Binder - 84-0025

which is kept in my records system.

WILLIAM L. HARRIS, CAPT, USAF, MSC

Evidence Custodian, Incirlik Air Base, Turkey

18 May 94

Date

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| | | | | | | | |
|---|-----------|-----------------------|--------------|---|--------------|----------------------------|---------------------------|
| DATE FROM 13/04/4 | TO 1/1 | CREW SGT FRIEHT | ORGN 52FW | LOCATION APO 09123 | MDS F-15C | SERIAL NO 84-0025 | |
| DATE DISC 13/04/4 | WDC J | JCN 86 | DOC NO | CF TO 781A 1/1 | DATED 1/1 | TRANSFERRED TO 781A 1/1 | DATE CORRECTED 13/04/4 |
| DISCREPANCY LOX CONVERTER REMOVED FOR SERVICING | | | | CORRECTIVE ACTION LOX CONVERTER SERIAL# 15K SERVICED AND INSTALLED IAW T.O. 1F-15C-2-12JG-10-2 SERVICED FROM CART #: LX570 | | | |
| (RED X) DISCOVERED BY [Signature] | | | | CORRECTED/TRANSFERRED BY [Signature] | | GRADE E3 | EMPLOYEE NO 05015 |
| SYM W | | | | DATE DISC 13/04/4 | | WDC J | JCN 103 8225 |
| DISCREPANCY TIRE PRESSURE CHECK WORKCARDS # 1926 193 | | | | CORRECTIVE ACTION PRESSURE CHECKS COMPLIED WITH | | | |
| NOT COMPLIED WITH. | | | | IAW T.O. 1F-15A-6WC-1 | | | |
| | | | | NOSE TIRE: 280 PSI | | | |
| | | | | LEFT MAIN TIRE: 320 PSI | | | |
| | | | | RIGHT MAIN TIRE: 320 PSI | | | |
| | | | | GAUGE #: 6 20 | | | |
| (RED-) DISCOVERED BY A. Urban | | | | CORRECTED/TRANSFERRED BY A. Urban | | GRADE E5 | EMPLOYEE NO 00581 |
| SYM J | | | | DATE DISC 13/05/4 | | WDC J | JCN 83 865 |
| DISCREPANCY ELECTRICAL POWER ON WORKCARDS | | | | CORRECTIVE ACTION WORKCARDS COMPLIED WITH IAW T.O. 1F-15A-6WC-1 | | | |
| # 178 THRU 185 NOT COMPLIED WITH | | | | LOX QUANTITY: 5.0 LITERS | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

7 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

FUEL QUANTITY: 03, 700 POUNDS

INTERNAL LIGHTS: GOOD/BAD

EXTERNAL LIGHTS: GOOD/BAD

FUEL BOOST PUMPS CROSSFEED VALVE: GOOD/BAD

CORRECTED/TRANSFERRED BY
[Signature]
 GRADE E5 | EMPLOYEE NO 00581 || DISCOVERED BY [Signature] | GRADE E3 | EMPLOYEE NO 05015 |

AFTO

FORM
100 10

781A

(PRELIGHT) 22 FS/DOMGA/B OVERNIGHT (30 JUN 92)
MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

| | | | | | | | | | | | | | | | |
|--|------------------------|-----------|-----------------|-------------|--|---|--|---------------------|----------------------------|-------|----------------------------|-------------|--|----------------------|--|
| DATE FROM / / | | TO / / | | CREW CHIEF | | ORGN | | LOCATION | | MU. | | SERIAL NO | | | |
| SYM D | DATE DISCO 13/04/1 | WDC J | JCN 103.8625 | DOC NO. | | CF TO 781A P 1 | | DATED / / | TRANSFERRED TO 781A / / | | DATE CORRECTED 15/04/14 | | | | |
| DISCREPANCY JOAP RESULTS DUE FROM PREVIOUS FLYING DAY | | | | | | CORRECTIVE ACTION JOAP ANALYSIS RESULTS CONFIRMED: | | | | | | | | | |
| | | | | | | #1 ENGINE: GOOD/BAD | | | | | | | | | |
| | | | | | | #2 ENGINE: GOOD/BAD | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| (RED-) | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO | | | |
| DISCOVERED BY M J | | | | GRADE L4 | | EMPLOYEE NO. 02986 | | INSPECTED BY M J | | | | GRADE L4 | | EMPLOYEE NO 02986 | |
| SYM W | DATE DISCO 13/04/14 | WDC J | JCN 103.8625 | DOC NO. | | CF TO 781A P 1 | | DATED / / | TRANSFERRED TO 781A / / | | DATE CORRECTED 14/04/14 | | | | |
| DISCREPANCY JOAP SAMPLES REQUIRED FROM BOTH ENGINES | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| AFTER THE FIRST FLIGHT OF THE DAY | | | | | | JOAPS CW @ 1400 | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| (RED-) | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO | | | |
| DISCOVERED BY M J | | | | GRADE L4 | | EMPLOYEE NO 02986 | | INSPECTED BY M J | | | | GRADE L4 | | EMPLOYEE NO 02986 | |
| SYM | DATE DISCO 13/04/14 | WDC J | JCN 103.8625 | DOC NO. | | CF TO 781A P 1 | | DATED / / | TRANSFERRED TO 781A / / | | DATE CORRECTED / / | | | | |
| DISCREPANCY INFO-NOTE: | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| MODE IV IFF/AAI KEYED | | | | | | | | | | | | | | | |
| A CODE: 14 A25 90 | | | | | | | | | | | | | | | |
| B CODE: 15 A25 94 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO | | | |
| DISCOVERED BY M J | | | | GRADE L4 | | EMPLOYEE NO 02986 | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO | |

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| | | | | | | | |
|---------|------|----|----------------|--------------|----------|-------|---------------|
| DATE | FROM | TO | CREW CHIEF | ORGANIZATION | LOCATION | MDS | SERIAL NUMBER |
| 22.03.4 | | | M. FAU BHT SGT | 36 FW | 09132 | F-15C | 84-0025 |

| A. AIRCRAFT INSPECTION STATUS | | | | | | B. ENGINE DATA | | | TYPE | | |
|---|--------|-------|----------|--------|----------|----------------|------------|---------------------|------|------------|---------------------|
| NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO | | | | | | PSN | ENG SER NO | ENG CHANGE DUE TIME | PSN | ENG SER NO | ENG CHANGE DUE TIME |
| TYPE | FREQ | COMPL | NEXT DUE | COMPL | NEXT DUE | 1 | P68-0698 | | 5 | TCB 1784 | |
| HPO-1 | 400HR | | 2999.2 | 3399.2 | | 2 | P68-1754 | | 6 | TCB 1063 | |
| HPO-2 | 400HR | | 3199.2 | | | 3 | | | 7 | | |
| PE | 1200HR | | 3599.2 | | | 4 | | | 8 | | |
| | | | | | | | JFS 0312 | | | | |
| | | | | | | | CGB 0650 | | | | |

| C. CALENDAR INSP STATUS | | | DATE OF LAST FLIGHT | | D. STATUS OF DEPOT LEVEL INSPECTION | | |
|-------------------------|----------|--|---------------------|----------|-------------------------------------|--|-----------|
| TYPE | DATE DUE | | TYPE | DATE DUE | LAST DEPOT LEVEL FACILITY | | |
| | | | | | DATE COMPLETED | | ACFT TIME |
| | | | | | | | |

| E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS | | | |
|--|--|---------|--|
| TO NUMBER AND PUBLICATION DATE | | DATE CW | |
| | | | |
| | | | |
| | | | |

| F. HIGHER AUTHORITY INSPECTIONS | | | |
|---------------------------------|---------------------|------|---------------------|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | | |
| | | | |
| | | | |

| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | | | | | | |
|--|-----------|----------|----------|----------|----------|----------|----------|----------|
| INSPECTION ITEM | FREQUENCY | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE |
| APPLY REPCON RAIN REPLELLANT | 25 HOURS | 2984.0 | 2984.0 | 2984.0 | | | | |
| AILERON HINGE LUBE | 25 HOURS | 2984.0 | 2984.0 | 2984.0 | | | | |
| SDR TAPE CHANGE (IF REQ) | 25 HOURS | 2974.2 | 2974.2 | 2974.2 | | | | |
| LT RUDDER SPLICE BOLTS | 50 HOURS | 3009.2 | | | | | | |
| RT RUDDER SPLICE BOLTS | 50 HOURS | 3009.2 | | | | | | |
| AIRCRAFT DOCUMENT REVIEW | 14 DAYS | 05-02-4 | 13/04/4 | | | | | |
| EMERGENCY OXYGEN HOSE PULL TEST | 30 DAYS | 05-04-4 | 21-05-4 | | | | | |
| CMD BIT CHECK | 30 DAYS | N/A | | | | | | |
| CMD BIT CLEANING | 90 DAYS | 15-06-4 | | | | | | |
| AWM - 171/199 FUNCTIONAL CHECK | 30 DAYS | 15-06-4 | 03/05/4 | | | | | |
| GUN ROTATION, LUBE, AND INSPECT | 30 DAYS | 15-06-4 | 13/05/4 | | | | | |
| RECOVERY CHUTE INSPECTION | 30 DAYS | 02-04-4 | 01-03-4 | | | | | |
| LOX CONVERTER PURGE (S/N: 554) | 60 DAYS | 03-05-4 | | | | | | |
| AIRCRAFT WASH | 90 DAYS | 10-01-4 | | | | | | |
| MAU - 12 BOMB RACK INSPECTION | 90 DAYS | 15-06-4 | | | | | | |
| LAU - 106 LAUNCHER INSPECTION | 90 DAYS | 15-06-4 | | | | | | |
| LAU - 128 LAUNCHER INSPECTION | 90 DAYS | 15-06-4 | | | | | | |
| LIFE SUPPORT EQUIPMENT INSPECTION | 120 DAYS | 14-04-4 | 04-05-4 | | | | | |
| OXYGEN REGULATOR LEAK CHECK | 120 DAYS | 18-05-4 | | | | | | |
| AIRCRAFT LOX SYSTEM PURGE | 180 DAYS | 06-04-4 | | | | | | |
| GROUND RECEPTICAL CONTINUITY CHK. | 180 DAYS | 06-05-4 | | | | | | |
| NDI WINGTIP INSPECTION | 100 HOURS | 3059.3 | | | | | | |
| LT. AMAD SERIAL #: 1486 | | | | | | | | |
| RT. AMAD SERIAL #: 6253-C | | | | | | | | |
| RADOME SERIAL #: 0290 | | | | | | | | |
| LT. RUDDER SERIAL #: A22-0716 | | | | | | | | |
| RT. RUDDER SERIAL #: WRE-716 | | | | | | | | |
| LT STAB ACT. SER. NO. #: D737 | | | | | | | | |
| RT STAB ACT. SER. NO. #: D310 | | | | | | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

7 May 94
Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TC TO'S AND DELAYED DISCREPANCIES

| SYM | JOB CONTROL NUMBER | TC TO NUMBER AND PUBLICATION DATE OR DISCREPANCY | DOCUMENT NUMBER | SYS | WHEN DISC OR ENTERED | | | DATE CH' OR TRANS | TRANSFERRED BY OR COMS VERIFIED BY SIGNATURE |
|---------|--------------------|--|-----------------|-----|----------------------|-----------|------|-------------------|--|
| | | | | | DATE | ACFT TIME | CODE | | |
| 0058331 | | ACFT WASH DUE | AUT | 11 | 1710214 | 2950.0 | F | | |
| 0758266 | | POL 182R INSTALLED WITH WASHER TEMPORARY FIX PART IN 180EE | 0758266P300 | 75 | 1710214 | 2959.2 | F | | |
| | | INFO/NOTE: ACTION + PSN MISSING IN UTILITY DIFFERENTIAL CONTROL VALVE, F.D. CK C/W DU 1610214 DIFFERENTIAL PART DOES NOT AFFECT OPERATION OF VALVE. (CARRY FWD) | N/A | 45 | 1610314 | 2959.2 | K | | |
| 0758266 | | POL 177R HAS BAD NUT PLATE | DDO | 11 | 296314 | 29674 | F | | |
| 0758266 | | POL 75 missing 1 Sustainer Bad MPD | DDO | 11 | 0610114 | 2979.3 | F | | |
| 0758266 | | LT Kutter Arm Damaged - how to fix it | DDO | 11 | 0610114 | 2979.3 | F | | |
| 0758266 | | PT PLIP Antenna Region How to fix it | DDO | 11 | 0610114 | 2979.3 | F | | |
| 0758266 | | IP Kutter removed NO FO | DDO | 11 | 1110414 | 2993.2 | F | | |
| 0758266 | | Clamp on back nut on back (utility band) | DDO | 11 | 1710414 | 2993.2 | F | | |

OPEN ITEMS CARRIED FORWARD TO NEW AFPO FORM 781K

SIGNATURE

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5d

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| | | | |
|---------------------------|------|-------------------------|-----------------------|
| 74000 CCV CORE INS | | MODIFIED GEARBOX | |
| DATE | FROM | TO | CREW CHIEF |
| | | | M. FAUGHIT SGT |
| ORGANIZATION | | LOCATION | MDS |
| 36 FW | | 09132 | F100PW100 |
| SERIAL NUMBER | | P68 0698 | |

| A. AIRCRAFT INSPECTION STATUS | | | | | | B. ENGINE DATA | | TYPE | |
|--|------|-------|----------|-------|----------|----------------|------------|---------------------|----------|
| NEXT PERIOD: MAJOR OR PHASED INSPECTION DUE NO | | | | | | PSN | ENG SER NO | ENG CHANGE DUE TIME | PSN |
| | | | | | | | P68 0698 | E 0698 | 5 |
| | | | | | | | | | TC 81-74 |
| TYPE | FA-2 | COMPL | NEXT DUE | COMPL | NEXT DUE | | | | |
| | | | | | | 2 | | | 6 |
| | | | | | | 3 | | | 7 |
| | | | | | | 4 | | | 8 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| C. CALENDAR INSP STATUS | | DATE OF LAST FLIGHT | | D. STATUS OF DEPOT LEVEL INSPECTION | |
|-------------------------|----------|---------------------|----------|-------------------------------------|-----------|
| TYPE | DATE DUE | TYPE | DATE DUE | LAST DEPOT LEVEL FACILITY | |
| | | | | | |
| | | | | DATE COMPLETED | ACFT TIME |
| | | | | | |

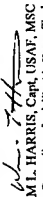
| E. IMMEDIATE AND URGENT ACTION TC TO COMPLETED WITHIN THE PAST 10 DAYS | | | |
|--|--|---------|--------------------------------|
| TC NUMBER AND PUBLICATION DATE | | DATE CM | TC NUMBER AND PUBLICATION DATE |
| | | | |
| | | | |
| | | | |

| F. HIGHER AUTHORITY INSPECTIONS | | | |
|---------------------------------|---------------------|------|---------------------|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | | |
| | | | |
| | | | |

| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | | | | | | |
|--|------------|----------|----------|----------|----------|----------|----------|----------|
| INSPECTION ITEM | FREQUENCY | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE | NEXT DUE |
| PACER PACER GROWTH AUGMENTOR | 50 TFT | N/A | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| FAN 1 & 2 SPACER INSP (NDI) | 50 TFT | 32461 | 32871 | | | | | |
| | | | | | | | | |
| 100 HR 1F-15C-6 INSP | 100 TFT | 32961 | | | | | | |
| | | | | | | | | |
| 200 HR 1F-15C-6 INSP | 200 TFT | 33961 | | | | | | |
| LPT 4th STG VANE PART #4016654 | | | | | | | | |
| | | | | | | | | |
| 400 HR 1F-15C-6 INSP | 400 TFT | 35961 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| ISSUED TIMES: | | | | | | | | |
| TOT: 4745.1 | TFT: 31961 | | | | | | | |
| OTC: 7 | EOT: 11748 | | | | | | | |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.


WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey
 7 May 94
 Date

TAB H-5

F-15C 84-0025

H-5a

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5e

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| | | | |
|--|------------|----------------------|----------------|
| 44000 ccv CORE INSTALLED | | NON-MODIFIED GEARBOX | |
| DATE | FROM | TO | CREW CHIEF |
| 29 05 14 | | | M. FAUSANT SGT |
| ORGANIZATION | | LOCATION | WOS |
| 36 FW | | 09132 | F100PW100 |
| SERIAL NUMBER | | P68 1754 | |
| A. AIRCRAFT INSPECTION STATUS | | | |
| B. ENGINE DATA | | | |
| TYPE F100PW100 | | | |
| NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO | | | |
| PSN | ENG SER NO | ENG CHANGE DUE TIME | PSN |
| 2 | P681754 | E1754 | 5 |
| 2 | | | 6 |
| 3 | | | 7 |
| 4 | | | 8 |
| C. CALENDAR INSP STATUS | | | |
| DATE OF LAST FLIGHT | | | |
| D. STATUS OF DEPOT LEVEL INSPECTION | | | |
| LAST DEPOT LEVEL FACILITY | | | |
| E. IMMEDIATE AND URGENT ACTION TC TO COMPLETED WITHIN THE PAST 10 DAYS | | | |
| F. HIGHER AUTHORITY INSPECTIONS | | | |
| G. CALENDAR AND HOURLY INSPECTION SCHEDULE | | | |
| INSPECTION ITEM | FREQUENCY | NEXT DUE | NEXT DUE |
| PACER GROWTH AUGMENTOR | 50 TFT | N/A | |
| FAN 1 & 2 SPACER INSP (NDI) | 50 TFT | 2189.2 | 2234.0 |
| LONT | 11 | 2423.2 | 2476.0 |
| 100 HR 1F-15C-6 INSP | 100 TFT | 2234.2 | 2235.8 |
| 100 HR 1F-15C-6 INSP | 100 TFT | 2423.2 | 2476.0 |
| 200 HR 1F-15C-6 INSP | 200 TFT | 2234.2 | 2235.8 |
| LPT 4th STG VANE PART #4037254 | | | |
| 400 HR 1F-15C-6 INSP | 400 TFT | 2524.2 | 2529.6 |

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

7 May 94
Date

W. L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5d

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5e

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| | | | | | | | | |
|----------------------|-------------------|-------------|------|----------|--|----------------------------|------------------------------|----------------------------|
| DATE FROM 10/1/94 | TO 11/1 | CRPT. CHIEF | ORGN | LOCATION | MDS F12 | SERIAL NO. 84-0025 | | |
| SYM 1/1 | DATE DISCD 1/1 | WDC | JCN | DOC NO. | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781K 11 | DATE CORRECTED 07/04/94 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| | | | | | All missing RE Connected | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY J. Clayton | GRADE E3 | EMPLOYEE NO. 02973 | |
| GRADE | | | | | EMPLOYEE NO. | INSPECTED BY 12 | GRADE | EMPLOYEE NO. 02973 |
| SYM 1/1 | DATE DISCD 1/1 | WDC | JCN | DOC NO. | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781K 11 | DATE CORRECTED 07/04/94 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| | | | | | All missing RE Connected | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY J. Clayton | GRADE E3 | EMPLOYEE NO. 02973 | |
| GRADE | | | | | EMPLOYEE NO. | INSPECTED BY 12 | GRADE | EMPLOYEE NO. 02973 |
| SYM F | DATE DISCD 1/1 | WDC | JCN | DOC NO. | CF TO 781A P 1 | DATED 11 | TRANSFERRED TO 781K 11 | DATE CORRECTED 08/04/94 |
| DISCREPANCY | | | | | CORRECTIVE ACTION | | | |
| | | | | | CW | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DISCOVERED BY | | | | | CORRECTED/TRANSFERRED BY | GRADE | EMPLOYEE NO. | |
| GRADE | | | | | EMPLOYEE NO. | INSPECTED BY J. Clayton | GRADE | EMPLOYEE NO. 02973 |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Pulled from 4-7-94 to 4-8-94 84-0025

which is kept in my records system.

15 May 94

Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

[illegible]

TAB H-5

F-15C 84-0025

H-5a

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5e

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5f

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5g

H-5j AFTO Form 781j, 9 August 1994

| | | | | | | | | | | | | | |
|------------------------|----------------------|---------------|------------|-------------|--|-------------------|-----------------------|-------------------|-------------------------------|-----------------------|-----------------------|-----------------------|--|
| DATE FROM 12/04/14 | | TO 12/1/14 | | CREW 103 | | ORGN | | LOCATION F-15C | | MOS 84-0025 | | SERIAL NO. | |
| SYM | DATE DISC 12/1/14 | WDC 12 | JCN 103 | DOC NO. | | CF TO 781A 5'3 | | DATED 12/1/14 | TRANSFERRED TO 781K 1/1 | DATE CORRECTED 1/1 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| H11 12-1-14 12-1-10612 | | | | | | T-90 12-1-10612 | | | | | | | |
| DISCOVERED BY | | | | | | GRADE E4 | EMPLOYEE NO. 02526 | | CORRECTED/TRANSFERRED BY | | GRADE E4 | EMPLOYEE NO. 02526 | |
| INSPECTED BY | | | | | | | | INSPECTED BY | | GRADE E4 | EMPLOYEE NO. 02526 | | |
| SYM | DATE DISC 12/1/14 | WDC 12 | JCN 103 | DOC NO. | | CF TO 781A 5'3 | | DATED 12/1/14 | TRANSFERRED TO 781K 1/1 | DATE CORRECTED 1/1 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| I 12-1-14 | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE E4 | EMPLOYEE NO. 02526 | | CORRECTED/TRANSFERRED BY | | GRADE E4 | EMPLOYEE NO. 02526 | |
| INSPECTED BY | | | | | | | | INSPECTED BY | | GRADE E4 | EMPLOYEE NO. 02526 | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| I 12-1-14 | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE E4 | EMPLOYEE NO. 02526 | | CORRECTED/TRANSFERRED BY | | GRADE E4 | EMPLOYEE NO. 02526 | |
| INSPECTED BY | | | | | | | | INSPECTED BY | | GRADE E4 | EMPLOYEE NO. 02526 | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| I 12-1-14 | | | | | | | | | | | | | |

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

4-12-94 to 4-13-94 AFZ 84-0025

which is kept in my records system.

WILLIAM L. HARRIS, Capt. USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

15 May 94
Date

| | | | | | | | | | | | | | |
|---------------|----------------------|----------|------------|-----------------|--|--------------------|-----------------------|--------------|-------------------------------|----------------------------|-----------------------|-----------------------|--|
| DISCOVERED BY | | | | | | GRADE E4 | EMPLOYEE NO. 02526 | | CORRECTED/TRANSFERRED BY | | GRADE E4 | EMPLOYEE NO. 02526 | |
| INSPECTED BY | | | | | | | | INSPECTED BY | | GRADE E4 | EMPLOYEE NO. 02526 | | |
| SYM | DATE DISC 12/1/14 | WDC D | JCN 103 | DOC NO. 8001 | | CF TO 781A P 1 | | DATED 1/1 | TRANSFERRED TO 781K 1/1 | DATE CORRECTED 12/04/14 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| I 12-1-14 | | | | | | R2 BLANKET | | | | | | | |
| I 12-1-14 | | | | | | BIT CK GOOD IAW TO | | | | | | | |
| I 12-1-14 | | | | | | IF-15C-2-99JG-14-1 | | | | | | | |
| DISCOVERED BY | | | | | | GRADE E4 | EMPLOYEE NO. 02526 | | CORRECTED/TRANSFERRED BY | | GRADE E4 | EMPLOYEE NO. 02526 | |
| INSPECTED BY | | | | | | | | INSPECTED BY | | GRADE E4 | EMPLOYEE NO. 02526 | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | |
| I 12-1-14 | | | | | | | | | | | | | |

| DATE FROM | | TO | | CREW CHIEF | | ORGN | | LOCATION | | MDS | | SERIAL | | | |
|----------------------------------|-----------|-----|-----|------------|--|---|--|--------------|---------------------|--------------------------|--|----------------|--|--------------|--|
| SYM | DATE DISC | WDC | JCN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K | DATE | | DATE CORRECTED | | | |
| A | 13/6/4 | F | 103 | 8225 | | P 1 | | 11 | 11 | | | 13/04/4 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| SDR TAPE EXPENDED | | | | | | R ² TAPE BIT OK GOOD IAW TO. IF-15C-2-3156-301 | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | INSPECTED BY | | GRADE | | EMPLOYEE NO. | |
| J. Habeger | | | | | | E5 | | 02917 | | J. Nims | | E4 | | 02526 | |
| SYM | DATE DISC | WDC | JCN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K | DATE | | DATE CORRECTED | | | |
| J | 13/10/4 | F | 103 | 4005 | | P 1 | | 11 | 11 | | | 13/04/4 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| 25HR DUE | | | | | | C/W | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | |
| M. J. Long | | | | | | E4 | | | | M. J. Long | | E4 | | 02920 | |
| SYM | DATE DISC | WDC | JCN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K | DATE | | DATE CORRECTED | | | |
| O | 3/10/4 | F | 103 | 4005 | | P 1 | | 11 | 11 | | | 13/04/4 | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| missing interior at side STAS | | | | | | in-talled | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | |
| M. J. Long | | | | | | E4 | | 02920 | | M. J. Long | | E4 | | 02920 | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | INSPECTED BY | | GRADE | | EMPLOYEE NO. | |
| M. J. Long | | | | | | E4 | | 02920 | | J. Nims | | E4 | | 02526 | |

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5d

H-5b AFTO Form 781a, 13 April 1994

H-5e

H-5c AFTO Form 781k, 22 March 1994

H-5f

H-5d AFTO Form 781k, 2 February 1994

H-5g

H-5e AFTO Form 781k, 29 March 1994

H-5h

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

| DATE FROM | | TO | | CREW CHIEF | | ORGN | | LOCATION | | MDS | | SERIAL NO. | | | | | |
|--|--|-----------|--|------------|--|------|--|----------|--|--------------------------|--|------------|--|--------------------------|--|----------------|--|
| 2/3/14 | | 2/4/2014 | | | | | | | | F-15C | | 84-0025 | | | | | |
| SYM | | DATE DISC | | WDC | | JCN | | DOC NO. | | CF TO 781A | | DATED | | TRANSFERRED TO 781K DATE | | DATE CORRECTED | |
| 2/3/14 | | J | | 865 | | 081 | | | | 2/11/2014 | | 1/1 | | 1/1 | | 10/11 | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | |
| INFO-NOTE: | | | | | | | | | | | | | | | | | |
| KY-58 is KEYED | | | | | | | | | | | | | | | | | |
| CODED FOR: 22 THRU 25 03 4 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | |
| J M Fung | | | | | | | | | | J M Fung | | | | E-2 | | 0955 | |
| GRADE | | | | | | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | |
| SGT 00835 | | | | | | | | | | | | | | | | | |
| SYM | | DATE DISC | | WDC | | JCN | | DOC NO. | | CF TO 781A | | DATED | | TRANSFERRED TO 781K DATE | | DATE CORRECTED | |
| 2/3/14 | | J | | 7150 | | 081 | | | | 2/11/2014 | | 1/1 | | 1/1 | | 22/03/14 | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | |
| WEAPONS PREFLIGHT WORKCARDS | | | | | | | | | | | | | | | | | |
| NOT COMPLIED WITH. | | | | | | | | | | | | | | | | | |
| EXTRACT | | | | | | | | | | | | | | | | | |
| I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from | | | | | | | | | | | | | | | | | |
| AFHQ PULLED FORMS AIC 0025 22-24 MAR 94 | | | | | | | | | | | | | | | | | |
| which is kept in my records system. | | | | | | | | | | | | | | | | | |
| 24 MAR 94 | | | | | | | | | | | | | | | | | |
| Dale | | | | | | | | | | | | | | | | | |
| WILLIAM L. HARRIS, Capt, USAF, MSC | | | | | | | | | | | | | | | | | |
| Evidence Custodian, Incirlik Air Base, Turkey | | | | | | | | | | | | | | | | | |
| (RED-) CF | | | | | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | |
| DISCOVERED BY | | | | | | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | |
| J M Fung | | | | | | | | | | J M Fung | | | | E-2 | | 0955 | |
| GRADE | | | | | | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | |
| SGT 00835 | | | | | | | | | | | | | | | | | |
| SYM | | DATE DISC | | WDC | | JCN | | DOC NO. | | CF TO 781A | | DATED | | TRANSFERRED TO 781K DATE | | DATE CORRECTED | |
| 2/15/14 | | K | | 6302 | | 073 | | | | 3/3/2014 | | 1/1 | | 1/1 | | 1/1 | |
| DISCREPANCY | | | | | | | | | | CORRECTIVE ACTION | | | | | | | |
| PWL 132R MISSING | | | | | | | | | | | | | | | | | |
| ONE FASTENER (BAD NO. PLATE) | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| (RED-) "C.F." | | | | | | | | | | CORRECTED/TRANSFERRED BY | | | | GRADE | | EMPLOYEE NO. | |
| DISCOVERED BY | | | | | | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | |
| J M Fung | | | | | | | | | | J M Fung | | | | E-2 | | 0955 | |
| GRADE | | | | | | | | | | INSPECTED BY | | | | GRADE | | EMPLOYEE NO. | |
| SGT 00835 | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|--------------------------------------|--------------------|-------------|-------------|-----------------|--|--|--|----------------------|--------------------------------|---|--|-----------|--|
| DATE FROM 1 / 1 | | TO 1 / 1 | | CREW CHIEF | | ORGN | | LOCATION | | MDS | | SERIAL NO | |
| SYM — | DATE DISCO 2031 | WDC F | ICN 081 | DOC NO. 0105 | | CF TO 781A 41/24/24 | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 21/03/14 | | | |
| DISCREPANCY DOCUMENT REVIEW + RST | | | | | | CORRECTIVE ACTION R45; CW | | | | | | | |
| DACK DUE | | | | | | DACK CHECK: C/W | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY "CF" 1/1/14 | | | | | | GRADE Sgt | | EMPLOYEE NO 02883 | | CORRECTED/TRANSFERRED BY H. J. [Signature] | | | |
| INSPECTED BY 1/1/14 | | | | | | GRADE Sgt | | EMPLOYEE NO 02883 | | | | | |
| SYM 20314 | DATE DISCO F | WDC 7150 | ICN 081 | DOC NO. 0115 | | CF TO 781A P 1 | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 23/03/14 | | | |
| DISCREPANCY INFO NOTE: | | | | | | CORRECTIVE ACTION | | | | | | | |
| 4 x 446 CARTR | | | | | | ALL IMPULSIVE CIRCUITS | | | | | | | |
| INSTALLED | | | | | | REMOVED | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY "CF" 1/1/14 | | | | | | GRADE Sgt | | EMPLOYEE NO 02883 | | CORRECTED/TRANSFERRED BY H. J. [Signature] | | | |
| INSPECTED BY 1/1/14 | | | | | | GRADE Sgt | | EMPLOYEE NO 02883 | | | | | |
| SYM 23/314 | DATE DISCO D | WDC 082 | ICN 0115 | DOC NO. 0115 | | CF TO 781A P 1 | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 23/03/14 | | | |
| DISCREPANCY AAI Replies To | | | | | | CORRECTIVE ACTION R2 AAI R/T TAW TO | | | | | | | |
| Interrogation but | | | | | | IF 156-2-3476-53-2 ops | | | | | | | |
| unable to interrogate | | | | | | dtd good | | | | | | | |
| any mod us. | | | | | | | | | | | | | |
| CODE III FLYABLE | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY J. J. [Signature] | | | | | | GRADE Sgt | | EMPLOYEE NO 02894 | | CORRECTED/TRANSFERRED BY H. J. [Signature] | | | |
| INSPECTED BY H. J. [Signature] | | | | | | GRADE Sgt | | EMPLOYEE NO 02883 | | | | | |

| | | | | | | | | | | | | | |
|---|-----------------------|----------------|-------------|-----------|--|---|--|-----------------------|--------------------------------|------------------------------------|--|-----------------------|--|
| DATE FROM 8/03/14 | | TO 24/03/14 | | CREW UNIT | | ORGN | | LOCATION | | MDS F-15C | | SERIAL NO. 84-0025 | |
| SYM <input checked="" type="checkbox"/> | DATE DISCD 23/3/14 | WDC D | JCN 8001 | DOC NO. | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 23/03/14 | | | |
| DISCREPANCY TOE Light illuminated in EIL | | | | | | CORRECTIVE ACTION R ² IS 720 70 15-157-2-9954-15-1. Das | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY J. J. C. G. Smith | | | | | | GRADE SSC | | EMPLOYEE NO. 02883 | | CORRECTED/TRANSFERRED BY A. Cat | | | |
| INSPECTED BY A. Cat | | | | | | GRADE SSC | | EMPLOYEE NO. 02883 | | | | | |
| SYM <input checked="" type="checkbox"/> | DATE DISCD 23/3/14 | WDC D | JCN 8002 | DOC NO. | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 23/03/14 | | | |
| DISCREPANCY Oxygen Sg-2 pinning in F14 | | | | | | CORRECTIVE ACTION Reconnected base lead | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY J. J. C. G. Smith | | | | | | GRADE SSC | | EMPLOYEE NO. 02883 | | CORRECTED/TRANSFERRED BY A. Cat | | | |
| INSPECTED BY A. Cat | | | | | | GRADE SSC | | EMPLOYEE NO. 02883 | | | | | |
| SYM <input checked="" type="checkbox"/> | DATE DISCD 23/3/14 | WDC F | JCN 8002 | DOC NO. | | CF TO 781A P | | DATED 11 | TRANSFERRED TO 781A DATE 11 | DATE CORRECTED 23/03/14 | | | |
| DISCREPANCY CAP-9 umbilical disconnected | | | | | | CORRECTIVE ACTION CAP-9 umbilical reconnected | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| DISCOVERED BY me | | | | | | GRADE SSC | | EMPLOYEE NO. 01007 | | CORRECTED/TRANSFERRED BY A. Cat | | | |
| INSPECTED BY A. Cat | | | | | | GRADE SSC | | EMPLOYEE NO. 02883 | | | | | |

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5d

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5e

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5g

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5h

H-5j AFTO Form 781j, 9 August 1994

H-5i

| DATE FROM | | TO | | CREW CHIEF | | ORGN | | LOCATION | | MDS | | SERIAL NO. | | | |
|----------------------|-----------|-------|-----|------------|--|--------------------------|--|--------------|--------------------------|--------------------------|--|------------|--|--------------|--|
| 1 / 1 | | 1 / 1 | | | | | | | | | | | | | |
| SYM | DATE DISC | WDC | ICN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K DATE | DATE CORRECTED | | | | | |
| 2 | 08/13/4 | F | 067 | 06798230 | | P 1 | | 11 | 11 | 17/03/4 | | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| | | | | | | RWR BIT | | | | | | | | | |
| RWR BIT check | | | | | | C/W ✓ GOOD | | | | | | | | | |
| Due | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | |
| M. Tond | | | | | | F-2 | | 02959 | | J. C. L. | | SSG | | 00388 | |
| SYM | DATE DISC | WDC | ICN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K DATE | DATE CORRECTED | | | | | |
| C | 08/10/4 | F | 067 | Y307FL | | P 1 | | 11 | 11 | 17/03/4 | | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| Request FWS | | | | | | FWS BIT | | | | | | | | | |
| Bit check in flight | | | | | | ✓ GOOD | | | | | | | | | |
| Squad Rocket 36 | | | | | | | | | | | | | | | |
| is displayed instead | | | | | | | | | | | | | | | |
| of bit 34, to | | | | | | | | | | | | | | | |
| verify that LRU-3 | | | | | | | | | | | | | | | |
| | | | | | | CORRECTED/TRANSFERRED BY | | GRADE | | EMPLOYEE NO. | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | INSPECTED BY | | GRADE | | EMPLOYEE NO. | |
| J. C. L. | | | | | | SSG | | 00388 | | J. C. L. | | SSG | | 00388 | |
| SYM | DATE DISC | WDC | ICN | DOC NO. | | CF TO 781A | | DATED | TRANSFERRED TO 781K DATE | DATE CORRECTED | | | | | |
| X | 08/13/4 | | 008 | 0127 | | P 1 | | 11 | 11 | 17/03/4 | | | | | |
| DISCREPANCY | | | | | | CORRECTIVE ACTION | | | | | | | | | |
| AAT 2nd bit | | | | | | AAT 008 ✓ GOOD | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| DISCOVERED BY | | | | | | GRADE | | EMPLOYEE NO. | | INSPECTED BY | | GRADE | | EMPLOYEE NO. | |
| J. C. L. | | | | | | SSG | | 00388 | | J. C. L. | | SSG | | 00388 | |

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5d

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5f

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5g

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5h

H-5i

H-5j

#1 PWS 0698 #2 PWS 1754

| DATE | FROM | TO | CREW CHIEF | ORGANIZATION | LOCATION | HQS | SERIAL NUMBER | | | | | | | | | | |
|--|---------------|------------|---------------|--------------|--------------|------------|---------------|------------|-----------|------------|--------|------------|--------|------------|--------|------------|--------|
| 0910214 | 1 | 1 | M. FAUGHN SGT | 52 FW | 400 AE 09126 | F-15C | 54-0025 | | | | | | | | | | |
| AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION | | | | | | | | | | | | | | | | | |
| DATE | AIRFRAME TIME | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | | OIL CHANGE | |
| | | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP | TEMP |
| | | NO. 1 ENG | NO. 2 ENG | NO. 3 ENG | NO. 4 ENG | NO. 5 ENG | NO. 6 ENG | NO. 7 ENG | NO. 8 ENG | | | | | | | | |
| TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES | TIME | CYCLES |
| PREVIOUS | 2957.5 | 3212 | 2 | 1205 | 6 | 4820 | 9 | 46.5 | 46 | 2492 | 4 | 188 | 7 | 938 | 6 | 4705 | 46 |
| 110814 | 1.7 | 17 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 7 | 2 | 1 | 2 | 1 | 2 | 1 |
| TOTAL | 2959.2 | 3213 | 9 | 1207 | 7 | 4823 | 10 | 48.6 | 48 | 2494 | 1 | 190 | 8 | 940 | 7 | 4726 | 46 |
| 021014 | Rec'd C.V. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| TOTAL | 2958.0 | 3196 | 1 | 1207 | 7 | 4823 | 10 | 48.6 | 48 | 2494 | 1 | 3190 | 8 | 3942 | 7 | 4726 | 46 |
| 0210314 | 1.8 | 18 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| TOTAL | 2959.8 | 3197 | 9 | 1210 | 1 | 4825 | 11 | 51.0 | 48 | 2495 | 9 | 2193 | 3 | 3945 | 2 | 4751 | 47 |
| 0310314 | 3.4 | 34 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| TOTAL | 2963.2 | 3201 | 3 | 1214 | 7 | 4830 | 15 | 55.6 | 48 | 2499 | 31 | 3197 | 9 | 3949 | 8 | 4797 | 47 |
| 011114 | 1.0 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| TOTAL | 2964.2 | 3202 | 3 | 1215 | 9 | 4831 | 12 | 56.8 | 49 | 2500 | 3 | 3199 | 1 | 3951 | 0 | 4800 | 46 |
| 2810314 | 3.2 | 32 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| TOTAL | 2967.4 | 3205 | 5 | 1220 | 5 | 4835 | 8 | 61.4 | 44 | 2503 | 5 | 3203 | 9 | 3955 | 8 | 4807 | 46 |
| 3010314 | 2.1 | 21 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| TOTAL | 2969.5 | 3207 | 6 | 1223 | 7 | 4839 | 11 | 64.6 | 47 | 2505 | 6 | 3207 | 5 | 3959 | 4 | 4813 | 46 |
| 0110114 | 1.1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| TOTAL | 2970.6 | 3208 | 7 | 1225 | 8 | 4840 | 12 | 66.2 | 47 | 2506 | 7 | 3208 | 6 | 3963 | 0 | 4814 | 46 |
| 0310314 | 1.3 | 13 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| TOTAL | 2971.9 | 3210 | 9 | 1229 | 5 | 4844 | 18 | 70.4 | 48 | 2508 | 9 | 3213 | 3 | 3965 | 2 | 4816 | 46 |
| 0510414 | 3.6 | 36 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| TOTAL | 2975.5 | 3213 | 6 | 1233 | 11 | 4848 | 27 | 74.3 | 48 | 2511 | 6 | 3217 | 2 | 3969 | 1 | 4819 | 46 |
| 011114 | 1.3 | 13 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| CARRIED FORWARD | 2977.8 | 3217 | 9 | 1238 | 11 | 4853 | 29 | 76.3 | 48 | 2513 | 9 | 3220 | 4 | 3971 | 3 | 4821 | 46 |

AFHQ FORM 781J
MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE - ENGINE FLIGHT DOCUMENT

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

8 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

1754

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

[illegible]

**AFR 110-14 AIRCRAFT ACCIDENT BOARD
INDEX OF TABS**

| | | |
|----------|---|----------|
| A | AF Form 711 - USAF Mishap Report | |
| B | AF Form 711a - Ground Mishap Report (Not Applicable) | |
| C | AF Form 711b - Aircraft Flight Mishap Report | |
| D | AF Form 711c - Aircraft Maintenance and Materiel Report | |
| E | AF Form 711d - Missile or Space Vehicle Mishap Report (Not Applicable) | |
| F | AF Form 711e - Explosives Mishap Report (Not Applicable) | |
| G | Flight and Personnel Records (Not Applicable) | |
| H | AFTO Forms 781 and DA Forms 2408 | |
| I | Materiel Deficiency Report (Not Applicable) | |
| J | Technical or Engineering Evaluations | |
| K | Military Flight Plans | A |
| L | DD Form 365-4, Weight and Balance Clearance Forms | B |
| M | Certificate of Damage | C |
| N | Transcripts of Recorded Communications | D |
| | | E |
| | | F |
| | | G |
| | | H |
| | | I |